

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

Detach 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	(1.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	(2.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	(2.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	(3.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	(3.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.22)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.25)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(4.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(4.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(5.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(5.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(6.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17	(6.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(7.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21	(7.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(7.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(8.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(8.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(8.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(9.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(9.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(9.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
29	(9.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30	(9.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31	(10.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
32	(10.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
33	(10.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
34	(11.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
35	(11.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
36	(11.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
37	(11.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(12.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
39	(12.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
40	(12.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
41	(12.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
42	(12.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
43	(12.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
44	(12.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
45	(12.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
46	(13.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
47	(13.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
48	(13.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
49	(14.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
50	(14.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Question 1 (1.3)

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

1. Gliders shall give way to aeroplanes.
 2. Power-driven heavier-than-air aircraft shall give way to gliders.
 3. Gliders shall give way to helicopters.
 4. Aeroplanes shall give way to power-driven heavier-than-air aircraft.
-

Question 2 (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 3 (2.1)

A series of green flashes directed at an aircraft means respectively

1. in flight: return for landing; on the ground: cleared to taxi.
 2. in flight: give way to other aircraft and continue circling; on the ground: stop.
 3. in flight: cleared to land; on the ground: cleared to taxi.
 4. in flight: return for landing; on the ground: cleared for take-off.
-

Question 4 (2.7)

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

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

Question 5 (3.6)

Where ATIS is available the information which should be included on first contact with ATC is the

1. phrase "with the information".
 2. ATIS phonetic identifier.
 3. phrase "with the numbers".
 4. phrase "ATIS received".
-

Question 6 (3.10)

Pilots broadcasting on a MF where no ground station is in operation should direct their transmission to the

1. first aircraft heard on the frequency.
 2. aerodrome UNICOM.
 3. closest ATC unit.
 4. aerodrome traffic.
-

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

Question 8 (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 your number in the approach sequence or other appropriate instructions.
 2. inform you of the runway in use, wind and altimeter.
 3. advise you of all other circuit traffic.
 4. clear you to land.
-

Question 9 (3.25)

A responsibility of a flight service specialist is to provide

1. air traffic service in uncontrolled airspace only.
 2. terminal radar service.
 3. air traffic control.
 4. flight planning service.
-

Question 10 (4.5)

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

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

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 (5.2)

Taking into account seasonal climatic variations and geographical area, private aeroplanes and helicopters flying VFR 25 NM or more from an aerodrome or operating base may require

1. the aircraft be multi-engined when passengers are carried.
 2. specified emergency supplies be carried.
 3. a functioning radio capable of two-way radio communication.
 4. all of the above
-

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

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 (6.5)

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

1. 1,000 feet above circuit height.
 2. at least 2,000 feet AGL.
 3. at least 500 feet above circuit height.
 4. 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. Circle 360° to the left.
 2. Circle 360° in the direction of the circuit.
 3. Complete the landing.
 4. Request landing clearance.
-

Question 18 (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. at 700 feet AGL.
 2. in accordance with Special VFR.
 3. as high as possible without entering cloud.
 4. at 500 feet below cloud base.
-

Question 19 (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. the radar operator.
 2. ATC since the flight is designated VFR.
 3. ATC since the cloud is visible on radar.
 4. the pilot.
-

Question 20 (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 21 (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 22 (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 23 (8.3)

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

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

Question 24 (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 25 (8.12)

The Canadian Medical Certificate of a private pilot 40 years old and over is valid, in Canada, for a period of

1. 12 months.
 2. 24 months.
 3. 36 months.
 4. 48 months.
-

Question 26 (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 27 (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 28 (9.8)

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

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

Question 29 (9.10)

When filing a VFR flight plan with an intermediate stop, the total elapsed time to be entered is the total

1. elapsed time to the first landing plus intermediate stops.
 2. elapsed time for all legs including the duration of the intermediate stop.
 3. elapsed time for all legs, plus the intermediate stop, plus 45 minutes.
 4. flight time for all legs.
-

Question 30 (9.11)

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

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

Question 31 (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 32 (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 33 (10.4)

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

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

Question 34 (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. its control locks must be installed.
 2. it must remain in sight of the pilot at all times.
 3. it must not be left unattended.
 4. its gross weight must be below 4,409 LB (2,000 kg).
-

Question 35 (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 36 (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 37 (11.13)

At the request of the pilot, VHF direction finding stations normally provide a homing service

1. on a pre-selected tower or FSS frequency.
 2. only in Class B airspace.
 3. only after declaration of an emergency on 121.5 MHz.
 4. on the approach control frequency.
-

Question 38 (12.1)

ADIZ rules normally apply

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

Question 39 (12.2)

When operating in accordance with VFR, aircraft shall be flown

1. with visual reference to the surface.
 2. clear of aerodrome traffic zones.
 3. clear of control zones.
 4. in compliance with all of the above.
-

Question 40 (12.5)

No person shall drop anything from an aircraft in flight

1. which will create a hazard to persons or property.
 2. unless approval has been granted by the Minister.
 3. unless over an authorized jettison area.
 4. unless it is attached to a parachute.
-

Question 41 (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 42 (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 43 (12.15)

Except for balloons and as provided by CARs, no person shall cause any aircraft to take off or attempt to take off from, land on or attempt to land on, any surface within the built-up area of any city or town unless

1. all obstacles on approach and departure can be cleared by a minimum of 500 feet.
 2. that surface is an airport or military aerodrome.
 3. noise abatement procedures are followed.
 4. the aircraft is multi-engined.
-

Question 44 (12.18)

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

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

Question 45 (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. immigration officers.
 2. FSS operators.
 3. Transport Canada airport managers.
 4. all of the above.
-

Question 46 (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 1 mile horizontally.
 2. 1,000 feet vertically and 3 miles horizontally.
 3. 500 feet vertically and 2,000 feet horizontally.
 4. 500 feet vertically and 1 mile horizontally.
-

Question 47 (13.10)

VFR flight within Class B airspace is permitted

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

Question 48 (13.12)

Unless otherwise authorized, a pilot on a VFR flight operating within a Class C Terminal Control Area must

1. establish radio contact with the appropriate ATC unit only when transiting the associated Control Zone.
 2. establish and maintain radio communication with the appropriate ATC Unit.
 3. contact Radar Service only when taking off or landing at the major airport concerned.
 4. exit the airspace whenever the weather deteriorates below VFR limits.
-

Question 49 (14.2)

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

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

Question 50 (14.4)

TSB shall be notified of a reportable aviation accident when

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

	Question	1	2	3	4
1	(1.3)	.	X	.	.
2	(1.10)	.	.	.	X
3	(2.1)	X	.	.	.
4	(2.7)	.	.	X	.
5	(3.6)	.	X	.	.
6	(3.10)	.	.	.	X
7	(3.19)	.	X	.	.
8	(3.22)	X	.	.	.
9	(3.25)	.	.	.	X
10	(4.5)	.	X	.	.
11	(4.8)	.	.	.	X
12	(5.2)	.	X	.	.
13	(5.6)	.	.	.	X
14	(5.8)	.	.	X	.
15	(5.9)	.	X	.	.
16	(6.5)	.	.	X	.
17	(6.7)	.	.	.	X
18	(6.9)	.	.	.	X
19	(6.13)	.	.	.	X
20	(7.1)	.	.	X	.
21	(7.6)	.	.	X	.
22	(7.14)	.	.	X	.
23	(8.3)	X	.	.	.
24	(8.5)	.	.	X	.
25	(8.12)	.	X	.	.

	Question	1	2	3	4
26	(9.1)	.	X	.	.
27	(9.5)	.	.	X	.
28	(9.8)	.	.	.	X
29	(9.10)	.	X	.	.
30	(9.11)	.	.	.	X
31	(10.2)	X	.	.	.
32	(10.3)	X	.	.	.
33	(10.4)	X	.	.	.
34	(11.5)	.	.	X	.
35	(11.7)	X	.	.	.
36	(11.12)	.	.	X	.
37	(11.13)	X	.	.	.
38	(12.1)	X	.	.	.
39	(12.2)	X	.	.	.
40	(12.5)	X	.	.	.
41	(12.12)	.	.	X	.
42	(12.13)	.	.	X	.
43	(12.15)	.	X	.	.
44	(12.18)	.	.	.	X
45	(12.19)	X	.	.	.
46	(13.4)	.	.	.	X
47	(13.10)	.	.	X	.
48	(13.12)	.	X	.	.
49	(14.2)	.	.	X	.
50	(14.4)	.	.	.	X