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	(1.1)	O	O	O	O
2	(1.2)	O	O	O	O
3	(1.5)	O	O	O	O
4	(2.1)	O	O	O	O
5	(2.7)	O	O	O	O
6	(3.1)	O	O	O	O
7	(3.13)	O	O	O	O
8	(3.17)	O	O	O	O
9	(3.19)	O	O	O	O
10	(4.2)	O	O	O	O
11	(4.5)	O	O	O	O
12	(5.1)	O	O	O	O
13	(5.6)	O	O	O	O
14	(5.9)	O	O	O	O
15	(5.10)	O	O	O	O
16	(6.7)	O	O	O	O
17	(6.9)	O	O	O	O
18	(6.11)	O	O	O	O
19	(6.13)	O	O	O	O
20	(6.14)	O	O	O	O
21	(6.15)	O	O	O	O
22	(6.17)	O	O	O	O
23	(6.20)	O	O	O	O
24	(6.23)	O	O	O	O
25	(7.6)	O	O	O	O

	Question	1	2	3	4
26	(7.8)	O	O	O	O
27	(7.12)	O	O	O	O
28	(7.15)	O	O	O	O
29	(8.3)	O	O	O	O
30	(8.4)	O	O	O	O
31	(8.8)	O	O	O	O
32	(8.10)	O	O	O	O
33	(9.1)	O	O	O	O
34	(9.3)	O	O	O	O
35	(9.4)	O	O	O	O
36	(10.3)	O	O	O	O
37	(10.5)	O	O	O	O
38	(11.7)	O	O	O	O
39	(11.8)	O	O	O	O
40	(11.16)	O	O	O	O
41	(12.14)	O	O	O	O
42	(12.15)	O	O	O	O
43	(12.17)	O	O	O	O
44	(13.1)	O	O	O	O
45	(13.6)	O	O	O	O
46	(13.8)	O	O	O	O
47	(13.9)	O	O	O	O
48	(14.2)	O	O	O	O
49	(14.3)	O	O	O	O
50	(14.5)	O	O	O	O

Question 1 (1.1)

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

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

Question 2 (1.2)

When two aircraft are converging at approximately the same altitude

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

Question 3 (1.5)

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

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

Question 4 (2.1)

A series of green flashes directed at an aircraft means respectively

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

Question 5 (2.7)

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

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

Question 6 (3.1)

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

1. Golf – Foxtrot – Lima – Uniform over.
2. Charlie – Golf – Foxtrot – Lima – Uniform over.
3. Lima – Uniform over.
4. Foxtrot – Lima – Uniform over.

Question 7 (3.13)

A pilot is cleared to taxi to the runway in use without a hold short clearance. To get there, the aircraft must cross two taxiways and one runway. This authorizes the pilot to taxi to

1. the runway in use, but further clearance is required to cross each taxiway and runway en route.
2. position on the runway without further clearance.
3. the runway in use, but further clearance is required to cross the other runway.
4. the runway in use, but must hold short.

Question 8 (3.17)

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

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

Question 9 (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. EMERGENCY, EMERGENCY, EMERGENCY.
2. URGENCY,URGENCY, URGENCY.
3. MAYDAY, MAYDAY, MAYDAY.
4. PAN PAN, PAN PAN, PAN PAN.

Question 10 (4.2)

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

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

Question 11 (4.5)

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

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

Question 12 (5.1)

Except for ultra-light aeroplanes and balloons, which documents shall be carried on board when flying a radio equipped Canadian privately registered aircraft?
Items A, B and
A: Flight Authority (Certificate of Airworthiness or Flight Permit)
B: Certificate of Registration.
C: Technical records.
D: Crew licences.
E: Aircraft Flight Manual or equivalent document.
F: Type certificate.
G: Aircraft journey log book, where it is planned that the aircraft will land and shutdown at any location other than the point of departure.
H: Proof of liability insurance.

1. C, D, F, H.
2. D. E. F, G.
3. D, E, G, H.
4. C, D, E, G.

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 (5.9)

The CARs define an infant passenger as a person

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

Question 15 (5.10)

When the PIC directs that safety belts be fastened, an infant passenger for which no child restraint system is provided shall be

1. fastened securely in a seat by means of a safety belt.
2. held securely in the arms of an adult person whose safety belt shall be fastened.
3. held securely in the arms of an adult person and a safety belt shall be fastened about both.
4. secured by any one of the above methods.

Question 16 (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 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. 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 18 (6.11)

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

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

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

Question 20 (6.14)

A student pilot on a VFR flight has been given a radar vector by ATC. Ahead, at a lower altitude, is a solid overcast cloud condition. The pilot should

1. maintain heading and altitude as it is an ATC clearance.
2. maintain heading and altitude because ATC knows of the cloud and will issue further instructions.
3. climb above the cloud and fly “VFR over the top”.
4. alter heading as necessary to remain VFR and advise ATC.

Question 21 (6.15)

An aircraft on a Special VFR flight has been cleared for a “straight in” approach. Because of low ceiling and poor visibility, the pilot is concerned about the exact location of a radio mast in the vicinity. Avoiding this obstruction is the responsibility

1. shared equally by the pilot and the controller.
2. of the pilot.
3. of the tower controller as the controller is aware of the obstruction.
4. of ATC as the pilot has been given Special VFR clearance.

Question 22 (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. alter heading to avoid the other aircraft and advise ATC.
2. maintain the specified heading as separation will be provided by the controller.
3. always change altitude as required to avoid the other aircraft.
4. maintain the specified heading to comply with the regulations.

Question 23 (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 and night.
2. by day only.
3. while carrying passengers.
4. only when accompanied by a flight instructor.

Question 24 (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 25 (7.6)

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

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

Question 26 (7.8)

Wake turbulence is produced by

1. all fixed and rotary wing aircraft.
2. heavy aeroplanes only, regardless of their speed.
3. turbo-jet powered aircraft only.
4. fast moving aeroplanes only, regardless of their weight.

Question 27 (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 28 (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 29 (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 30 (8.4)

Clearing the ears on a rapid descent may be assisted by

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

Question 31 (8.8)

Any pilot who has had a general anaesthetic should not act as a flight crew member

1. unless advised it is safe to do so by a doctor.
2. during the next 12 hrs.
3. during the next 36 hrs.
4. during the next 48 hrs.

Question 32 (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 33 (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 34 (9.3)

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

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

Question 35 (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 36 (10.3)

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

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

Question 37 (10.5)

An ATC clearance or instruction is predicated on known traffic only. Therefore, when a pilot is proceeding in accordance with a clearance or instruction

1. the responsibility for traffic separation is divided between ATC and the pilot.
2. the pilot is not relieved of the responsibility for traffic avoidance.
3. the pilot is relieved of the responsibility for traffic avoidance.
4. ATC is relieved of the responsibility for traffic separation.

Question 38 (11.7)

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

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

Question 39 (11.8)

The take-off thrust blast danger area includes at least that area extending back from the tail of a medium size jet transport aeroplane for

1. 1,200 feet.
2. 900 feet.
3. 500 feet.
4. 450 feet.

Question 40 (11.16)

ATC advises that simultaneous operations are in progress at an airport. Pilots could expect a clearance to

1. land on a specified parallel runway.
2. take off over top of an aircraft on an intersecting runway.
3. take off on a specified parallel runway.
4. land and hold short of an intersecting runway.

Question 41 (12.14)

Over non-populous areas or over open water, a pilot may not fly an aircraft at a distance less than ..... feet from any person, vessel, vehicle or structure.

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

Question 42 (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. that surface is an airport or military aerodrome.
2. noise abatement procedures are followed.
3. the aircraft is multi-engined.
4. all obstacles on approach and departure can be cleared by a minimum of 500 feet.

Question 43 (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. odd thousand plus 500 foot altitude.
2. even thousand foot altitude.
3. even thousand plus 500 foot altitude.
4. odd thousand foot altitude.

Question 44 (13.1)

“Controlled Airspace” means all airspace of defined dimensions within which

1. an ATC service is provided.
2. Control Zone regulations are in force.
3. security regulations are in force.
4. Special VFR flight only is permitted.

Question 45 (13.6)

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

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

Question 46 (13.8)

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

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

Question 47 (13.9)

An arriving VFR flight shall make initial radio contact with the control tower

1. immediately prior to joining the circuit.
2. immediately after entering a Control Zone.
3. upon entering an Aerodrome Traffic Zone.
4. prior to entering a Control Zone.

Question 48 (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.

Question 49 (14.3)

When an aircraft accident occurs, the pilot or operator of the aircraft involved shall ensure that the particulars of the accident are reported to the TSB

1. within 7 days by registered mail.
2. within 24 hours by telephone.
3. within 48 hours by facsimile.
4. as soon as possible and by the quickest means available.

Question 50 (14.5)

The TSB considers missing aircraft to be

1. a reportable aviation incident.
2. an occurrence which need not be reported.
3. an aviation incident which need not be reported.
4. a reportable aviation accident.

Marking sheet

	Question	1	2	3	4
1	(1.1)	X	.	.	.
2	(1.2)	X	.	.	.
3	(1.5)	X	.	.	.
4	(2.1)	.	X	.	.
5	(2.7)	.	.	.	X
6	(3.1)	X	.	.	.
7	(3.13)	.	.	X	.
8	(3.17)	.	X	.	.
9	(3.19)	.	.	.	X
10	(4.2)	.	.	.	X
11	(4.5)	.	.	X	.
12	(5.1)	.	.	X	.
13	(5.6)	.	.	.	X
14	(5.9)	.	.	.	X
15	(5.10)	.	X	.	.
16	(6.7)	.	X	.	.
17	(6.9)	.	.	.	X
18	(6.11)	X	.	.	.
19	(6.13)	.	.	X	.
20	(6.14)	.	.	.	X
21	(6.15)	.	X	.	.
22	(6.17)	X	.	.	.
23	(6.20)	.	X	.	.
24	(6.23)	.	X	.	.
25	(7.6)	X	.	.	.
26	(7.8)	X	.	.	.
27	(7.12)	.	.	X	.
28	(7.15)	.	X	.	.
29	(8.3)	.	.	X	.
30	(8.4)	.	.	.	X
31	(8.8)	X	.	.	.
32	(8.10)	.	.	.	X
33	(9.1)	.	X	.	.
34	(9.3)	.	.	.	X
35	(9.4)	.	.	X	.
36	(10.3)	.	.	.	X
37	(10.5)	.	X	.	.
38	(11.7)	.	X	.	.
39	(11.8)	X	.	.	.
40	(11.16)	.	.	.	X
41	(12.14)	.	X	.	.
42	(12.15)	X	.	.	.
43	(12.17)	.	.	X	.
44	(13.1)	X	.	.	.
45	(13.6)	.	X	.	.
46	(13.8)	.	.	X	.
47	(13.9)	.	.	.	X
48	(14.2)	X	.	.	.
49	(14.3)	.	.	.	X
50	(14.5)	.	.	.	X