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	(1.4)	O	O	O	O
3	(1.8)	O	O	O	O
4	(1.9)	O	O	O	O
5	(2.6)	O	O	O	O
6	(2.8)	O	O	O	O
7	(3.11)	O	O	O	O
8	(3.16)	O	O	O	O
9	(3.18)	O	O	O	O
10	(3.29)	O	O	O	O
11	(4.1)	O	O	O	O
12	(4.6)	O	O	O	O
13	(5.1)	O	O	O	O
14	(5.5)	O	O	O	O
15	(5.7)	O	O	O	O
16	(5.8)	O	O	O	O
17	(6.3)	O	O	O	O
18	(6.10)	O	O	O	O
19	(6.12)	O	O	O	O
20	(6.19)	O	O	O	O
21	(6.20)	O	O	O	O
22	(7.3)	O	O	O	O
23	(7.5)	O	O	O	O
24	(7.10)	O	O	O	O
25	(7.15)	O	O	O	O

	Question	1	2	3	4
26	(8.2)	O	O	O	O
27	(8.4)	O	O	O	O
28	(8.6)	O	O	O	O
29	(8.8)	O	O	O	O
30	(9.3)	O	O	O	O
31	(9.7)	O	O	O	O
32	(9.10)	O	O	O	O
33	(10.3)	O	O	O	O
34	(10.6)	O	O	O	O
35	(11.1)	O	O	O	O
36	(11.3)	O	O	O	O
37	(11.6)	O	O	O	O
38	(11.12)	O	O	O	O
39	(11.17)	O	O	O	O
40	(12.6)	O	O	O	O
41	(12.10)	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	(13.8)	O	O	O	O
46	(13.10)	O	O	O	O
47	(13.12)	O	O	O	O
48	(14.1)	O	O	O	O
49	(14.2)	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. 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 (1.4)

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

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

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 (1.9)

When overtaking an aircraft at your 12 o’clock position, at your altitude, you should

1. alter heading to the right.
2. alter heading to the left.
3. climb.
4. descend.

Question 5 (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 6 (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 7 (3.11)

Pilots operating in VMC and intending to land at aerodromes where no UNICOM exists, should broadcast their intentions on the ATF of

1. 126.7 MHz.
2. 121.5 MHz.
3. 122.2 MHz.
4. 123.2 MHz.

Question 8 (3.16)

A pilot flying a heading of 270°, receives the following message from ATC, “Traffic 2 o’clock, 5 miles, eastbound”. This information indicates the traffic is

1. 60° to the left, altitude unknown.
2. 60° to the right, altitude unknown.
3. 90° to the right, at same altitude.
4. 90° to the left, at same altitude.

Question 9 (3.18)

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

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

Question 10 (3.29)

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

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

Question 11 (4.1)

An airport is

1. an aerodrome with a control tower.
2. a registered aerodrome.
3. a certified aerodrome.
4. an aerodrome with paved runways.

Question 12 (4.6)

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

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

Question 13 (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 14 (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 15 (5.7)

The International VHF Emergency Frequency is

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

Question 16 (5.8)

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

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

Question 17 (6.3)

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

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

Question 18 (6.10)

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

1. weather conditions which may necessitate a circuit height lower than 1,000 feet.
2. 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.
3. the existence of a special procedures NOTAM which provides for a different circuit altitude.
4. the existence of any of the above circumstances.

Question 19 (6.12)

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

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

Question 20 (6.19)

Pilots shall activate the transponder “ident” feature

1. before every change of altitude.
2. after every change of an assigned code.
3. before entering control zones.
4. only when so instructed by ATC.

Question 21 (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. only when accompanied by a flight instructor.
2. by day and night.
3. by day only.
4. while carrying passengers.

Question 22 (7.3)

Which response is most correct with respect to wake turbulence?

1. Wing tip vortices are carried by the ambient wind.
2. Wing tip vortices have a circular and downward motion.
3. Wake turbulence exists behind all aeroplanes and helicopters in flight.
4. Response (1), (2) and (3) are correct.

Question 23 (7.5)

During the two minutes after the passage of a heavy aeroplane in cruising flight, hazardous wing tip vortices will

1. dissipate completely.
2. dissipate rapidly.
3. dissipate very slowly.
4. remain at cruising altitude.

Question 24 (7.10)

Wake turbulence caused by a departing aeroplane is most severe immediately

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

Question 25 (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 26 (8.2)

What is the recommended treatment for hyperventilation below 8,000 feet?

1. Increase the depth of breathing.
2. Hold the breath and perform a Valsalva manoeuvre.
3. Slow the breathing rate to below 12 times per minute.
4. Increase oxygen flow rates.

Question 27 (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 28 (8.6)

With regard to fatigue, which statement is correct according to the information given under the “Medical Information” section of the TC AIM Canada?

1. A fatigued person must have food immediately before and during flight.
2. Financial or family problems do not influence tolerance to fatigue.
3. Fatigue slows reaction time and causes foolish inattentive errors.
4. A fatigued person recuperates more quickly as altitude is gained.

Question 29 (8.8)

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

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

Question 30 (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 31 (9.7)

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

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

Question 32 (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 for all legs including the duration of the intermediate stop.
2. elapsed time for all legs, plus the intermediate stop, plus 45 minutes.
3. flight time for all legs.
4. elapsed time to the first landing plus intermediate stops.

Question 33 (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 with only the part that is suitable.
2. comply as best as possible under the circumstances to carry out the clearance and need not say anything to ATC.
3. comply as best as possible under the circumstances and advise ATC as soon as possible.
4. disregard the clearance.

Question 34 (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 35 (11.1)

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

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

Question 36 (11.3)

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

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

Question 37 (11.6)

When confronted with an approaching thunderstorm, a take-off or landing

1. should be avoided as a sudden wind shift or low level turbulence could cause a loss of control.
2. is safe if you can see under the thunderstorm through to the other side.
3. should be avoided unless the take-off can be made away from the thunderstorm.
4. is safe of the thunderstorm is regarded as "light".

Question 38 (11.12)

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

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

Question 39 (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 40 (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 41 (12.10)

Formation flying is permitted only if such flights

1. are led by a pilot whose licence is endorsed for formation flight.
2. have been pre-arranged by the pilots-in-command.
3. are conducted above 3,000 feet AGL.
4. are conducted by commercial pilots.

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

Question 43 (12.20)

Low Level Airspace is defined as, all airspace

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

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

Question 45 (13.8)

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

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

Question 46 (13.10)

VFR flight within Class B airspace is permitted

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

Question 47 (13.12)

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

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

Question 48 (14.1)

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

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

Question 49 (14.2)

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

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

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	(1.4)	.	X	.	.
3	(1.8)	.	.	X	.
4	(1.9)	X	.	.	.
5	(2.6)	.	.	X	.
6	(2.8)	.	.	.	X
7	(3.11)	.	.	.	X
8	(3.16)	.	X	.	.
9	(3.18)	.	.	X	.
10	(3.29)	.	.	.	X
11	(4.1)	.	.	X	.
12	(4.6)	X	.	.	.
13	(5.1)	.	.	X	.
14	(5.5)	.	X	.	.
15	(5.7)	X	.	.	.
16	(5.8)	.	.	.	X
17	(6.3)	X	.	.	.
18	(6.10)	.	.	.	X
19	(6.12)	.	.	X	.
20	(6.19)	.	.	.	X
21	(6.20)	.	.	X	.
22	(7.3)	.	.	.	X
23	(7.5)	.	.	X	.
24	(7.10)	X	.	.	.
25	(7.15)	X	.	.	.

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28	(8.6)	.	.	X	.
29	(8.8)	.	X	.	.
30	(9.3)	.	.	.	X
31	(9.7)	.	.	.	X
32	(9.10)	X	.	.	.
33	(10.3)	.	.	X	.
34	(10.6)	.	.	.	X
35	(11.1)	.	.	.	X
36	(11.3)	.	.	.	X
37	(11.6)	X	.	.	.
38	(11.12)	.	X	.	.
39	(11.17)	.	.	X	.
40	(12.6)	.	.	.	X
41	(12.10)	.	X	.	.
42	(12.19)	X	.	.	.
43	(12.20)	.	.	.	X
44	(13.2)	.	X	.	.
45	(13.8)	.	.	.	X
46	(13.10)	.	.	.	X
47	(13.12)	.	.	.	X
48	(14.1)	.	.	.	X
49	(14.2)	.	X	.	.
50	(14.4)	.	.	.	X