Alec Myers Flight Training PSTAR Exam

Created 14 Aug 2025 09:18:51 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		Question	1	2	3	4
1	(1.2)	0	0	0	0	26	(8.1)	0	0	0	0
2	(1.7)	0	0	0	0	27	(8.5)	0	0	0	0
3	(1.9)	0	0	0	0	28	(8.6)	0	0	0	0
4	(1.10)	0	0	0	0	29	(8.8)	0	0	0	0
5	(2.1)	0	0	0	0	30	(9.1)	0	0	0	0
6	(2.6)	0	0	0	0	31	(9.7)	0	0	0	0
7	(2.8)	0	0	0	0	32	(9.8)	0	0	0	0
8	(3.2)	0	0	0	0	33	(9.9)	0	0	0	0
9	(3.11)	0	0	0	0	34	(9.11)	0	0	0	0
10	(3.13)	0	0	0	0	35	(10.1)	0	0	0	0
11	(3.16)	0	0	0	0	36	(10.2)	0	0	0	0
12	(4.5)	0	0	0	0	37	(11.3)	0	0	0	0
13	(4.8)	0	0	0	0	38	(11.9)	0	0	0	0
14	(5.4)	0	0	0	0	39	(11.13)	0	0	0	0
15	(5.5)	0	0	0	0	40	(12.4)	0	0	0	0
16	(5.8)	0	0	0	0	41	(12.17)	0	0	0	0
17	(6.1)	0	0	0	0	42	(12.18)	0	0	0	0
18	(6.10)	0	0	0	0	43	(12.19)	0	0	0	0
19	(6.16)	0	0	0	0	44	(13.3)	0	0	0	0
20	(6.18)	0	0	0	0	45	(13.4)	0	0	0	0
21	(6.19)	0	0	0	0	46	(13.5)	0	0	0	0
22	(7.1)	0	0	0	0	47	(13.7)	0	0	0	0
23	(7.4)	0	0	0	0	48	(13.12)	0	0	0	0
24	(7.11)	0	0	0	0	49	(14.1)	0	0	0	0
25	(7.15)	0	0	0	0	50	(14.5)	0	0	0	0

Question 1 (1.2)

When two aircraft are converging at approximately the same altitude

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

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 (1.9)

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

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

Question 4 (1.10)

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

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

Question 5 (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 6 (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 7 (2.8)

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

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

Question 8 (3.2)

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

- 1. FBSQ.
- 2. Fox, Baker, Sugar, Queen.
- 3. Foxtrot, Bravo, Sierra, Quebec.
- 4. Bravo, Sierra, Quebec.

Question 9 (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. 121.5 MHz. 2. 122.2 MHz. 3. 123.2 MHz. 4. 126.7 MHz.

Question 10 (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. position on the runway without further clearance.
- 2. the runway in use, but further clearance is required to cross the other runway.
- 3. the runway in use, but must hold short.
- 4. the runway in use, but further clearance is required to cross each taxiway and runway en route.

Question 11 (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. 90° to the right, at same altitude.

2. 90° to the left, at same altitude.

3. 60° to the left, altitude unknown.

4. 60° to the right, altitude unknown.

Question 12 (4.5)

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

1. 27. 2. 270.

3. 09. 4. 90.

4. 50.

Question 13 (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 14 (5.4)

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

1. 13,000 feet ASL.

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

Question 15 (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. 30 minutes.

2. 1 hour.

3. 2 hours.

4.15 minutes.

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 (6.1)

If cleared for take-off immediately following the very low approach and overshoot of a large aircraft, the pilot should

- 1. wait for 2 minutes after the large aircraft has passed then take off.
- 2. take off immediately otherwise the trailing vortices will descend into the flight path.
- 3. taxi to position on the runway and wait until it is considered safe to take off.
- 4. decline take-off clearance and inform ATC of the reason for non-acceptance.

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

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

Question 20 (6.18)

Unless ATC instructs otherwise, pilots operating VFR shall select transponder code 1200 when flying at or below feet ASL and code when flying above that altitude.

- 1. 12,500, 1400.
- 2. 12,500, 1300.
- 3. 10,000, 1400.
- 4. 10,000, 1300.

Question 21 (6.19)

Pilots shall activate the transponder "ident" feature

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

Question 22 (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 23 (7.4)

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

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

Question 24 (7.11)

Which statement concerning wing tip vortices is false?

- 1. With a light cross-wind, one vortex can remain stationary over the ground for some time.
- 2. Lateral movement of vortices, even in a no wind condition, may place a vortex core over a parallel runway.
- 3. Vortices are caused directly by "jet wash".
- 4. Vortices normally settle below and behind the aircraft.

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 (8.1)

A flight crew member aware of being under a physical disability that might invalidate licence issue or renewal shall

1. not commence a flight as a crew member.

2. forward the licence to the Regional Aviation Medical Officer.

3. fly as crew member only if a back-up member is available.

4. so advise the Minister.

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

Question 29 (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 30 (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 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 (9.8)

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 33 (9.9)

Estimated elapsed time A to B: 1 hour 15 minutes. Estimated stopover time at B: 30 minutes. Estimated elapsed time B to C: 1 hour 20 minutes. Using the above information, what time should be entered in the 'Elapsed Time' box of a VFR flight plan?

- 1. 2 hours 35 minutes.
- 2. 3 hours 50 minutes.
- 3. 3 hours 20 minutes.
- 4. 3 hours 05 minutes.

Question 34 (9.11)

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

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

Question 35 (10.1)

An ATC instruction

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

Question 36 (10.2)

An ATC clearance

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

Question 37 (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 38 (11.9)

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

- 1.750 feet.
- 2. 200 feet.
- 3. 450 feet.
- 4. 600 feet.

Question 39 (11.13)

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

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

Question 40 (12.4)

What distance from cloud shall an aircraft maintain when flying below 1,000 feet AGL within uncontrolled airspace?

- 1. At least 2 miles horizontally and 500 feet vertically.
- 2. Clear of cloud.
- 3. At least 2,000 feet horizontally and 500 feet vertically.
- 4. At least 1 mile horizontally and 500 feet vertically.

Question 41 (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. even thousand plus 500 foot altitude.

2. odd thousand foot altitude.

3. odd thousand plus 500 foot altitude.

4. even thousand foot altitude.

Question 42 (12.18)

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

1. magnetic heading.

2. true track.

3. magnetic track.

4. true heading.

Question 43 (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. Transport Canada airport managers.

2. immigration officers.

3. FSS operators.

4. all of the above.

Question 44 (13.3)

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

1. 1½ miles.

2. 2 miles.

3. 3 miles.

4.1 mile.

Question 45 (13.4)

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

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

Question 46 (13.5)

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

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

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 mile.

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

Question 48 (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 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 (14.5)

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		Question	1	2	3	
1	(1.2)				Х	26	(8.1)	Х			
2	(1.7)		Х			27	(8.5)		Х		
3	(1.9)			Х		28	(8.6)				
4	(1.10)	Х				29	(8.8)	Х			
5	(2.1)		Х			30	(9.1)		Х		
6	(2.6)			Х		31	(9.7)				
7	(2.8)		Х			32	(9.8)				
8	(3.2)			Х		33	(9.9)				
9	(3.11)			Х		34	(9.11)	Х			
10	(3.13)		Х			35	(10.1)			Х	
11	(3.16)				Х	36	(10.2)			Х	
12	(4.5)			Х		37	(11.3)				
13	(4.8)				Х	38	(11.9)				
14	(5.4)	Х				39	(11.13)				
15	(5.5)	Х				40	(12.4)		Х		
16	(5.8)				Х	41	(12.17)	Х			
17	(6.1)				Х	42	(12.18)			Х	
18	(6.10)				Х	43	(12.19)		Х		
19	(6.16)		Х			44	(13.3)			Х	
20	(6.18)	Х				45	(13.4)		Х		
21	(6.19)		Х			46	(13.5)				
22	(7.1)			Х		47	(13.7)				
23	(7.4)				Х	48	(13.12)				
24	(7.11)			Х		49	(14.1)		Х		
25	(7.15)	Х				50	(14.5)				