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	(1.8)	O	O	O	O
4	(2.1)	O	O	O	O
5	(2.6)	O	O	O	O
6	(3.1)	O	O	O	O
7	(3.4)	O	O	O	O
8	(3.7)	O	O	O	O
9	(3.17)	O	O	O	O
10	(3.26)	O	O	O	O
11	(4.6)	O	O	O	O
12	(4.7)	O	O	O	O
13	(4.8)	O	O	O	O
14	(5.3)	O	O	O	O
15	(5.6)	O	O	O	O
16	(5.9)	O	O	O	O
17	(6.5)	O	O	O	O
18	(6.8)	O	O	O	O
19	(6.14)	O	O	O	O
20	(6.22)	O	O	O	O
21	(7.2)	O	O	O	O
22	(7.4)	O	O	O	O
23	(7.11)	O	O	O	O
24	(7.14)	O	O	O	O
25	(8.4)	O	O	O	O

	Question	1	2	3	4
26	(8.5)	O	O	O	O
27	(8.7)	O	O	O	O
28	(9.2)	O	O	O	O
29	(9.4)	O	O	O	O
30	(9.10)	O	O	O	O
31	(9.11)	O	O	O	O
32	(10.3)	O	O	O	O
33	(10.4)	O	O	O	O
34	(10.6)	O	O	O	O
35	(11.11)	O	O	O	O
36	(11.12)	O	O	O	O
37	(11.13)	O	O	O	O
38	(11.16)	O	O	O	O
39	(12.5)	O	O	O	O
40	(12.10)	O	O	O	O
41	(12.11)	O	O	O	O
42	(12.13)	O	O	O	O
43	(12.14)	O	O	O	O
44	(13.2)	O	O	O	O
45	(13.4)	O	O	O	O
46	(13.8)	O	O	O	O
47	(13.10)	O	O	O	O
48	(13.11)	O	O	O	O
49	(14.3)	O	O	O	O
50	(14.5)	O	O	O	O

Question 1 (1.6)

When converging at approximately the same altitude

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

Question 2 (1.7)

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

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

Question 3 (1.8)

When two aircraft are approaching head-on or approximately so and there is danger of collision, each pilot shall

1. increase airspeed.
2. alter heading to the right.
3. alter heading to the left.
4. decrease airspeed.

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 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 5 (2.6)

Blinking runway lights advises vehicles and pedestrians to

1. return to the apron.
2. vacate the runways immediately.
3. be aware that an emergency is in progress; continue with caution.
4. be aware that an emergency is in progress; hold your position.

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

Question 7 (3.4)

On initial radio contact with an ATS unit the pilot shall transmit the

1. type of aircraft and last four letters of the registration in phonetics.
2. last three letters of the registration in phonetics.
3. whole registration in phonetics.
4. type of aircraft and the last three letters of the registration in phonetics.

Question 8 (3.7)

Whenever practicable, pilots operating VFR en route in uncontrolled airspace should continuously monitor

1. 122.2 MHz.
2. 126.7 MHz.
3. 123.2 MHz.
4. 122.8 MHz.

Question 9 (3.17)

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

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

Question 10 (3.26)

NOTAMs are

1. available at all FIC.
2. mailed to all pilots.
3. issued for airport facility closures only.
4. valid for 24 hours.

Question 11 (4.6)

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

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

Question 12 (4.7)

The manoeuvring area of an airport is that area

1. used for taxiing, taking off and landing.
2. normally referred to as the ramp or apron.
3. which includes the apron, taxiways and runways.
4. used when taxiing to and from the parking area.

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

Question 14 (5.3)

A serviceable landing light is required equipment on aircraft

1. taking off or landing at night.
2. carrying passengers at night.
3. carrying passengers at night except private aircraft under 5,700 kg.
4. using an unlighted aerodrome.

Question 15 (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 16 (5.9)

The CARs define an infant passenger as a person

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

Question 17 (6.5)

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

1. at least 2,000 feet AGL.
2. at least 500 feet above circuit height.
3. circuit height.
4. 1,000 feet above circuit height.

Question 18 (6.8)

A Special Procedure NOTAM has been published for an airport, which is 400 feet ASL, stating the circuit height is 1,500 feet ASL. When the ceiling is 1,000 overcast and the visibility is 3 miles, the circuit height in controlled airspace should be

1. 500 feet below the cloud base.
2. 1,500 feet ASL.
3. 1,100 feet above the airport elevation.
4. 1,000 feet above the airport elevation.

Question 19 (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 because ATC knows of the cloud and will issue further instructions.
2. climb above the cloud and fly “VFR over the top”.
3. alter heading as necessary to remain VFR and advise ATC.
4. maintain heading and altitude as it is an ATC clearance.

Question 20 (6.22)

Before setting out on any VFR flight, a pilot is required to

1. be familiar with all available information appropriate to the flight.
2. obtain an ATC clearance.
3. read all weather reports received from stations within 100 miles of destination.
4. file a flight itinerary.

Question 21 (7.2)

Hazardous wake turbulence caused by aircraft in still air

1. dissipates immediately.
2. dissipates rapidly.
3. may persist for two minutes or more.
4. persists indefinitely.

Question 22 (7.4)

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

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

Question 23 (7.11)

Which statement concerning wing tip vortices is false?

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

Question 24 (7.14)

Which statement concerning vortices caused by helicopters is correct?

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

Question 25 (8.4)

Clearing the ears on a rapid descent may be assisted by

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

Question 26 (8.5)

Flight crew members who require decompression stops on the way to the surface when SCUBA diving should not fly for

1. 24 hours.
2. 4 hours.
3. 8 hours.
4. 12 hours.

Question 27 (8.7)

A pilot who has donated blood should not act as a flight crew member for at least the next

1. 24 hours.
2. 36 hours.
3. 48 hours.
4. 12 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. then to a specified alternate and then for a period of 45 minutes at normal cruising speed.
2. then to a specified alternate and then fly for a period of 30 minutes at normal cruising speed.
3. and then fly for a period of 45 minutes at normal cruising speed.
4. and then fly for a period of 30 minutes at normal cruising speed.

Question 29 (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. 45 minutes.
2. 60 minutes.
3. 15 minutes.
4. 30 minutes.

Question 30 (9.10)

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

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

Question 31 (9.11)

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

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

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 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 33 (10.4)

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

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

Question 34 (10.6)

If all or part of an ATC clearance is unacceptable, a pilot should

1. refuse the clearance and inform ATC of the pilots intentions.
2. comply as best as possible under the circumstances.
3. refuse the clearance without giving a reason for refusal.
4. acknowledge the clearance and read back only the acceptable parts.

Question 35 (11.11)

The ground idle blast danger area extends back from the tail of an executive jet aeroplane for

1. 600 feet.
2. 750 feet.
3. 200 feet.
4. 450 feet.

Question 36 (11.12)

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

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

Question 37 (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 38 (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 39 (12.5)

No person shall drop anything from an aircraft in flight

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

Question 40 (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 41 (12.11)

Flight through active Class F airspace with the designator CYR

1. will be approved only for aircraft on IFR flight plans under positive radar control.
2. is permitted only in accordance with permission issued by the user agency.
3. may be undertaken only by aircraft equipped with two-way radio communication and a transponder.
4. is restricted to military aircraft operating under the authority of the Minister of National Defence.

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

Question 43 (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. 2,000.
2. 200.
3. 500.
4. 1,000.

Question 44 (13.2)

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

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

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

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 (13.10)

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 48 (13.11)

The pilot of an arriving VFR flight shall make initial radio contact with a control tower in Class C airspace

1. immediately prior to joining the circuit.
2. immediately after entering the Control Zone.
3. 10 NM outside the Control Zone.
4. prior to entering the Control Zone.

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

Question 50 (14.5)

The TSB considers missing aircraft to be

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

Marking sheet

	Question	1	2	3	4
1	(1.6)	.	.	X	.
2	(1.7)	.	.	.	X
3	(1.8)	.	X	.	.
4	(2.1)	X	.	.	.
5	(2.6)	.	X	.	.
6	(3.1)	.	X	.	.
7	(3.4)	X	.	.	.
8	(3.7)	.	X	.	.
9	(3.17)	X	.	.	.
10	(3.26)	X	.	.	.
11	(4.6)	.	.	.	X
12	(4.7)	X	.	.	.
13	(4.8)	X	.	.	.
14	(5.3)	.	X	.	.
15	(5.6)	.	.	.	X
16	(5.9)	.	.	X	.
17	(6.5)	.	X	.	.
18	(6.8)	X	.	.	.
19	(6.14)	.	.	X	.
20	(6.22)	X	.	.	.
21	(7.2)	.	.	X	.
22	(7.4)	.	.	.	X
23	(7.11)	X	.	.	.
24	(7.14)	.	.	.	X
25	(8.4)	.	.	.	X

	Question	1	2	3	4
26	(8.5)	X	.	.	.
27	(8.7)	.	.	X	.
28	(9.2)	.	.	.	X
29	(9.4)	.	X	.	.
30	(9.10)	.	.	X	.
31	(9.11)	.	.	X	.
32	(10.3)	.	X	.	.
33	(10.4)	.	X	.	.
34	(10.6)	X	.	.	.
35	(11.11)	.	.	X	.
36	(11.12)	.	.	.	X
37	(11.13)	.	.	.	X
38	(11.16)	.	.	.	X
39	(12.5)	.	.	.	X
40	(12.10)	.	X	.	.
41	(12.11)	.	X	.	.
42	(12.13)	.	X	.	.
43	(12.14)	.	.	X	.
44	(13.2)	.	.	.	X
45	(13.4)	X	.	.	.
46	(13.8)	.	.	X	.
47	(13.10)	.	.	.	X
48	(13.11)	.	.	.	X
49	(14.3)	.	X	.	.
50	(14.5)	.	.	X	.