

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		Question	1	2	3	4
1	(1.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	26	(8.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	27	(8.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	(1.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	28	(8.12)	<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"/>	29	(9.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	(2.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	30	(9.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	(3.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	31	(9.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	32	(9.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	33	(10.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.26)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	34	(10.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(4.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	35	(10.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(4.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	36	(11.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	37	(11.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(5.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	38	(11.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	39	(11.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	40	(12.1)	<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"/>	41	(12.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17	(6.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	42	(12.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	43	(12.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	44	(12.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(6.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	45	(13.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21	(7.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	46	(13.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(7.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	47	(13.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(7.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	48	(14.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(7.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	49	(14.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(8.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	50	(14.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Question 1 (1.1)

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

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

Question 2 (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 3 (1.8)

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

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

Question 4 (2.7)

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

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

Question 5 (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 6 (3.7)

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

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

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

Question 8 (3.17)

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

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

Question 9 (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 10 (4.3)

No person shall operate any vehicle on any part of an uncontrolled airport used for the movement of aircraft, except in accordance with permission from

1. a federal peace officer.
 2. a qualified flying instructor.
 3. the operator of the airport.
 4. the airport security officer.
-

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 (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 (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. D, E, G, H.
 2. C, D, E, G.
 3. C, D, F, H.
 4. D, E, F, G.
-

Question 14 (5.4)

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

1. 12,500 feet ASL.
 2. 13,000 feet ASL.
 3. 9,500 feet ASL.
 4. 10,000 feet ASL.
-

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. An approved life preserver.
 2. A signal flare.
 3. A signal mirror.
 4. An approved life raft.
-

Question 16 (6.5)

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

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

Question 17 (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 18 (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. climb above the cloud and fly "VFR over the top".
 2. alter heading as necessary to remain VFR and advise ATC.
 3. maintain heading and altitude as it is an ATC clearance.
 4. maintain heading and altitude because ATC knows of the cloud and will issue further instructions.
-

Question 19 (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. of the tower controller as the controller is aware of the obstruction.
 2. of ATC as the pilot has been given Special VFR clearance.
 3. shared equally by the pilot and the controller.
 4. of the pilot.
-

Question 20 (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. maintain the specified heading to comply with the regulations.
 2. alter heading to avoid the other aircraft and advise ATC.
 3. maintain the specified heading as separation will be provided by the controller.
 4. always change altitude as required to avoid the other aircraft.
-

Question 21 (7.2)

Hazardous wake turbulence caused by aircraft in still air

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

Question 22 (7.10)

Wake turbulence caused by a departing aeroplane is most severe immediately

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

Question 23 (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 24 (7.13)

A helicopter in forward flight produces hazardous vortices

1. similar to wing tip vortices.
 2. which remains at the same level as the helicopter.
 3. ahead of the helicopter.
 4. which rise above the helicopter.
-

Question 25 (8.3)

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

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

Question 26 (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 27 (8.9)

Any pilot who has had a local anaesthetic for extensive dental procedures should not act as a flight crew member during the next

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

Question 28 (8.12)

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

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

Question 29 (9.3)

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

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

Question 30 (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 31 (9.6)

Where no search and rescue initiation time is specified in a flight itinerary, when shall the pilot report to the 'responsible person'?

1. Within one hour after landing.
 2. Within 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.
 3. As soon as practicable after landing but no later than 24 hours after the last reported ETA.
 4. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
-

Question 32 (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 33 (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 34 (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 35 (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 36 (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 37 (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. 450 feet.
 2. 1,200 feet.
 3. 900 feet.
 4. 500 feet.
-

Question 38 (11.14)

VDF steers are intended to provide directional assistance to VFR flights

1. on routine navigational trips.
 2. cleared for Special VFR.
 3. in uncontrolled airspace.
 4. in times of difficulties.
-

Question 39 (11.15)

You are uncertain of your position and have requested a VDF steer to an airport. You should be aware that

1. traffic avoidance and terrain clearance will be provided.
 2. traffic avoidance will be provided but terrain clearance is your responsibility.
 3. avoiding other traffic is your responsibility but terrain clearance will be provided.
 4. avoiding other traffic and terrain clearance is your responsibility.
-

Question 40 (12.1)

ADIZ rules normally apply

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

Question 41 (12.4)

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

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

Question 42 (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 43 (12.11)

Flight through active Class F airspace with the designator CYR

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

Question 44 (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. 1,000.
 2. 2,000.
 3. 200.
 4. 500.
-

Question 45 (13.1)

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

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

Question 46 (13.2)

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

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

Question 47 (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 48 (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 49 (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.
-

Question 50 (14.5)

The TSB considers missing aircraft to be

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

Marking sheet

	Question	1	2	3	4
1	(1.1)	.	.	.	X
2	(1.5)	X	.	.	.
3	(1.8)	X	.	.	.
4	(2.7)	.	X	.	.
5	(2.8)	.	.	.	X
6	(3.7)	.	.	X	.
7	(3.11)	.	X	.	.
8	(3.17)	.	.	X	.
9	(3.26)	X	.	.	.
10	(4.3)	.	.	X	.
11	(4.5)	.	.	X	.
12	(4.7)	X	.	.	.
13	(5.1)	X	.	.	.
14	(5.4)	.	X	.	.
15	(5.6)	X	.	.	.
16	(6.5)	X	.	.	.
17	(6.12)	.	.	X	.
18	(6.14)	.	X	.	.
19	(6.15)	.	.	.	X
20	(6.17)	.	X	.	.
21	(7.2)	.	.	.	X
22	(7.10)	.	.	X	.
23	(7.12)	.	.	X	.
24	(7.13)	X	.	.	.
25	(8.3)	.	X	.	.

	Question	1	2	3	4
26	(8.4)	.	.	.	X
27	(8.9)	.	X	.	.
28	(8.12)	.	.	X	.
29	(9.3)	.	X	.	.
30	(9.5)	.	.	X	.
31	(9.6)	.	.	X	.
32	(9.7)	.	.	.	X
33	(10.2)	X	.	.	.
34	(10.3)	.	X	.	.
35	(10.6)	.	.	.	X
36	(11.7)	X	.	.	.
37	(11.8)	.	X	.	.
38	(11.14)	.	.	.	X
39	(11.15)	.	.	.	X
40	(12.1)	.	.	.	X
41	(12.4)	X	.	.	.
42	(12.5)	.	.	.	X
43	(12.11)	X	.	.	.
44	(12.14)	.	.	.	X
45	(13.1)	.	.	X	.
46	(13.2)	X	.	.	.
47	(13.5)	.	.	.	X
48	(14.3)	.	X	.	.
49	(14.4)	.	.	.	X
50	(14.5)	.	X	.	.