

# ***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	(1.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	26	(7.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	27	(8.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	(2.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	28	(8.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	(2.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	29	(8.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	(3.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	30	(9.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	(3.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	31	(9.5)	<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	(9.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	33	(10.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	34	(10.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	35	(11.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(3.29)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	36	(11.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	37	(11.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(4.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	38	(11.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(4.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	39	(11.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	40	(11.16)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(5.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	41	(12.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17	(5.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	42	(12.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	43	(12.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	44	(12.20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(6.8)	<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	(6.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	46	(13.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(6.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	47	(13.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(6.22)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	48	(13.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(7.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	49	(14.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(7.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	50	(14.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 1 (1.7)**

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

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

**Question 2 (1.10)**

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

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

**Question 3 (2.6)**

Blinking runway lights advises vehicles and pedestrians to

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

**Question 4 (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 5 (3.3)**

After a Canadian privately registered aircraft has made initial contact with an ATS unit, which items may be omitted from subsequent transmissions? The aircraft type and

1. any registration letters omitted by ATS in the last communication.
  2. the first two letters of the registration, if initiated by ATS.
  3. the first three letters of the registration.
  4. the phonetic equivalents.
-

**Question 6 (3.8)**

En route aircraft should, whenever possible, maintain a listening watch for aircraft in distress on

1. 121.5 during the first 5 minutes of each hour.
  2. the voice frequency of the navigation aid in use.
  3. the receiver mode of the ELT.
  4. 121.5 on the aircraft receiver.
- 

**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 (3.15)**

When a clearance for an “immediate take-off” is accepted, the pilot shall

1. taxi onto the runway and take off in one continuous movement.
  2. complete the pre-take-off check before taxiing onto the runway and taking off.
  3. back-track on the runway to use the maximum available length for take-off.
  4. taxi to a full stop in position on the runway and take off without further clearance.
- 

**Question 9 (3.18)**

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

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

**Question 10 (3.20)**

What should be included along with the call sign of the aircraft and time, to indicate cancellation of a distress message?

1. ALL STATIONS, ALL STATIONS, ALL STATIONS, EMERGENCY OVER.
  2. MAYDAY, MAYDAY, MAYDAY, ALL STATIONS, DISTRESS TRAFFIC ENDED, OUT.
  3. MAYDAY, ALL STATIONS, ALL STATIONS, ALL STATIONS, SILENCE FINISHED, OUT.
  4. MAYDAY CANCELLED, MAYDAY CANCELLED, MAYDAY CANCELLED.
-

**Question 11 (3.29)**

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

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

**Question 12 (4.4)**

Runways and taxiways or portions thereof that are closed to aircraft are marked by

1. white dumb-bells.
  2. red flags.
  3. horizontal red squares with yellow diagonals.
  4. a white or yellow X.
- 

**Question 13 (4.7)**

The manoeuvring area of an airport is that area

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

**Question 14 (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 15 (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 16 (5.2)**

Taking into account seasonal climatic variations and geographical area, private aeroplanes and helicopters flying VFR 25 NM or more from an aerodrome or operating base may require

1. specified emergency supplies be carried.
  2. a functioning radio capable of two-way radio communication.
  3. the aircraft be multi-engined when passengers are carried.
  4. all of the above
- 

**Question 17 (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. held securely in the arms of an adult person and a safety belt shall be fastened about both.
  2. fastened securely in a seat by means of a safety belt.
  3. held securely in the arms of an adult person whose safety belt shall be fastened.
  4. secured by any one of the above methods.
- 

**Question 18 (6.1)**

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

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

**Question 19 (6.6)**

An aircraft is “cleared to the circuit” where a left hand circuit is in effect. Without further approval from ATC a right turn may be made to

1. join cross-wind or a partial right turn to join the downwind leg.
  2. descend on the downwind leg.
  3. join the final leg.
  4. join the base leg.
- 

**Question 20 (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. 1,000 feet above the airport elevation.
  2. 500 feet below the cloud base.
  3. 1,500 feet ASL.
  4. 1,100 feet above the airport elevation.
- 

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

**Question 22 (6.19)**

Pilots shall activate the transponder “ident” feature

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

**Question 23 (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 24 (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 25 (7.3)**

Which response is most correct with respect to wake turbulence?

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

**Question 26 (7.11)**

Which statement concerning wing tip vortices is false?

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

**Question 27 (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. Fatigue slows reaction time and causes foolish inattentive errors.
  2. A fatigued person recuperates more quickly as altitude is gained.
  3. A fatigued person must have food immediately before and during flight.
  4. Financial or family problems do not influence tolerance to fatigue.
- 

**Question 28 (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 29 (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 30 (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. 60 minutes.
  2. 15 minutes.
  3. 30 minutes.
  4. 45 minutes.
- 

**Question 31 (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 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 (10.4)**

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 (11.3)**

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 36 (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 37 (11.9)**

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

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

**Question 38 (11.11)**

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

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

**Question 40 (11.16)**

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

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

**Question 41 (12.1)**

ADIZ rules normally apply

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

**Question 42 (12.10)**

Formation flying is permitted only if such flights

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

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

**Question 44 (12.20)**

Low Level Airspace is defined as, all airspace

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

**Question 45 (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 46 (13.3)**

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

1. 2 miles.
  2. 3 miles.
  3. 1 mile.
  4. 1½ miles.
- 

**Question 47 (13.9)**

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

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

**Question 48 (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 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 sustains damage or structural failure adversely affecting performance or flight characteristics and requiring major repair or replacement.
  2. an aircraft is missing or completely inaccessible.
  3. a person sustains serious or fatal injury as a result of being in or coming into direct contact with any part of an aircraft.
  4. any of the above conditions exist.
-

# Marking sheet

	Question	1	2	3	4
1	(1.7)	X	.	.	.
2	(1.10)	.	.	.	X
3	(2.6)	X	.	.	.
4	(2.8)	.	X	.	.
5	(3.3)	.	X	.	.
6	(3.8)	.	.	.	X
7	(3.11)	.	X	.	.
8	(3.15)	X	.	.	.
9	(3.18)	.	.	.	X
10	(3.20)	.	.	X	.
11	(3.29)	.	X	.	.
12	(4.4)	.	.	.	X
13	(4.7)	.	.	X	.
14	(4.8)	.	.	.	X
15	(5.1)	.	.	X	.
16	(5.2)	X	.	.	.
17	(5.10)	.	.	X	.
18	(6.1)	.	X	.	.
19	(6.6)	X	.	.	.
20	(6.8)	.	X	.	.
21	(6.15)	X	.	.	.
22	(6.19)	X	.	.	.
23	(6.22)	X	.	.	.
24	(7.1)	.	.	X	.
25	(7.3)	.	.	.	X

	Question	1	2	3	4
26	(7.11)	.	X	.	.
27	(8.6)	X	.	.	.
28	(8.7)	.	.	X	.
29	(8.10)	.	.	.	X
30	(9.4)	X	.	.	.
31	(9.5)	.	.	X	.
32	(9.10)	X	.	.	.
33	(10.4)	.	X	.	.
34	(10.6)	X	.	.	.
35	(11.3)	.	.	.	X
36	(11.8)	.	X	.	.
37	(11.9)	.	X	.	.
38	(11.11)	.	X	.	.
39	(11.13)	.	X	.	.
40	(11.16)	.	.	X	.
41	(12.1)	.	X	.	.
42	(12.10)	X	.	.	.
43	(12.19)	X	.	.	.
44	(12.20)	.	X	.	.
45	(13.1)	X	.	.	.
46	(13.3)	.	X	.	.
47	(13.9)	.	X	.	.
48	(13.10)	.	.	.	X
49	(14.2)	.	X	.	.
50	(14.4)	.	.	.	X