

# Alec Myers Flight Training

## PSTAR Exam

Created 24 Apr 2025 11:43:14 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

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
1	(1.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.9)	<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"/>
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6	(3.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(3.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(3.20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(3.26)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(3.28)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(4.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(4.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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18	(4.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(5.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(5.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21	(5.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(6.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(6.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(6.20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(7.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(7.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(7.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(8.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
29	(8.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30	(8.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31	(9.1)	<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"/>
33	(9.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
34	(9.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
35	(9.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
36	(10.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
37	(10.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(11.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
39	(11.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
40	(11.17)	<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"/>
42	(12.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
43	(12.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
44	(12.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
45	(13.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
46	(13.5)	<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"/>
48	(13.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
49	(14.3)	<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 (1.2)**

When two aircraft are converging at approximately the same altitude

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

**Question 2 (1.9)**

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

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

**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 (2.7)**

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

**Question 6 (3.7)**

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

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

**Question 7 (3.9)**

The specific frequency, distance and altitude within which MF procedures are to be followed are given in the

1. Designated Airspace Handbook.
  2. TC AIM.
  3. Flight Training Manual.
  4. CFS.
- 

**Question 8 (3.12)**

If a MF is in use, pilots departing VFR shall monitor that frequency until

1. established en route.
  2. established at cruise altitude.
  3. clear of the aerodrome circuit pattern.
  4. beyond the specified distance or altitude.
- 

**Question 9 (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 10 (3.14)**

Ground control authorizes "GOLF ALPHA BRAVO CHARLIE TAXI RUNWAY 29 HOLD SHORT OF RUNWAY 04". The pilot should acknowledge this by replying "GOLF ALPHA BRAVO CHARLIE TO

1. HOLD SHORT OF 29".
  2. HOLD SHORT OF 04".
  3. RUNWAY 04".
  4. RUNWAY 29".
-

**Question 11 (3.18)**

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

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

**Question 12 (3.20)**

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

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

**Question 13 (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 14 (3.28)**

The term "APRX" when contained in a new or replacing NOTAM means the NOTAM is valid

1. until a cancelling or replacing NOTAM is issued.
  2. for approximately 24 hours.
  3. for approximately 48 hours.
  4. until the time quoted in the NOTAM.
- 

**Question 15 (4.1)**

An airport is

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

**Question 16 (4.4)**

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

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

**Question 17 (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 18 (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. 500 feet AGL.
  2. 2,000 feet AGL.
  3. 1,500 feet AGL.
  4. 1,000 feet AGL.
- 

**Question 19 (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 20 (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 21 (5.11)**

Which flight instrument systems and equipment are required on power driven aircraft for day VFR flight in controlled airspace? A magnetic direction indicating system or magnetic compass and A: an airspeed indicator. B: an attitude indicator. C: a sensitive altimeter. D: a vertical speed indicator. E: a turn and bank indicator. F: a time piece. G: a heading indicator.

1. A, B, G.
  2. A, C, D, E, F.
  3. B, D, E, G.
  4. A, C, F.
- 

**Question 22 (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. 1,100 feet above the airport elevation.
  2. 1,000 feet above the airport elevation.
  3. 500 feet below the cloud base.
  4. 1,500 feet ASL.
- 

**Question 23 (6.11)**

A pilot on final approach is requested by ATC to reduce airspeed. The pilot should

1. acknowledge transmission and execute a 360° turn.
  2. overshoot and rejoin the circuit.
  3. reduce airspeed well below normal approach speed range.
  4. comply, giving due consideration to safe minimum manoeuvring speed of the aircraft.
- 

**Question 24 (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 25 (7.5)**

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

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

**Question 26 (7.6)**

The pilot of a light aircraft on final approach close behind a heavier aircraft should plan the approach to land

1. prior to the touchdown point of the other aircraft.
  2. at the touchdown point of the other aircraft.
  3. to the right or left of the touchdown point of the other aircraft.
  4. beyond the touchdown point of the other aircraft.
- 

**Question 27 (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 28 (8.3)**

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

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

**Question 29 (8.8)**

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

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



**Question 30 (8.10)**

Relatively small amounts of alcohol affect tolerance to hypoxia (lack of sufficient oxygen). This tolerance

1. deteriorates with increase of altitude.
  2. improves with increase of altitude.
  3. is not affected by altitude change.
  4. remains constant to 6,000 feet ASL.
- 

**Question 31 (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 20 minutes at normal cruising speed.
  2. and thereafter for 45 minutes at normal cruising speed.
  3. then to a specified alternate and thereafter for 45 minutes at normal cruising speed.
  4. and thereafter for 20 minutes at normal cruising speed.
- 

**Question 32 (9.7)**

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

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

**Question 33 (9.8)**

Where a VFR flight plan has been filed, an arrival report must be filed by the pilot

1. except at airports served by a control tower in which case the tower will automatically close the flight plan.
  2. by advising an ATS unit.
  3. at each intermediate stop and then reopened on take-off.
  4. by parking the aircraft in close proximity to the tower.
- 

**Question 34 (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 35 (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 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 (10.5)**

An ATC clearance or instruction is predicated on known traffic only. Therefore, when a pilot is proceeding in accordance with a clearance or instruction

1. the responsibility for traffic separation is divided between ATC and the pilot.
  2. the pilot is not relieved of the responsibility for traffic avoidance.
  3. the pilot is relieved of the responsibility for traffic avoidance.
  4. ATC is relieved of the responsibility for traffic separation.
- 

**Question 38 (11.2)**

A 121.5/243 MHz ELT may be switched to transmit for test purposes anytime

1. following a hard landing.
  2. during the first 5 minutes of any hour UTC.
  3. following a component or battery change.
  4. prior to flight and listening on 121.5 MHz.
- 

**Question 39 (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. 900 feet.
  2. 500 feet.
  3. 450 feet.
  4. 1,200 feet.
-

**Question 40 (11.17)**

When issued a clearance to land and hold short of an intersecting runway, pilots

1. who inadvertently go through the intersection should immediately do a 180° turn and backtrack to the hold position.
  2. should immediately inform ATC if they are unable to comply.
  3. shall comply regardless of the circumstances.
  4. may taxi across the intersection after the departing or arriving aircraft has cleared their path.
- 

**Question 41 (12.1)**

ADIZ rules normally apply

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

**Question 42 (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 43 (12.12)**

Which statement is correct with regard to “advisory airspace”?

1. Only military aircraft may enter advisory airspace depicted on aeronautical charts.
  2. A transient aircraft entering active advisory airspace shall be equipped with a serviceable transponder.
  3. Non-participating VFR aircraft are encouraged to avoid flight in advisory airspace during active periods specified on aeronautical charts and NOTAM.
  4. Aircraft need to be equipped with a two-way radio to enter active advisory airspace.
- 

**Question 44 (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. 500 feet, 500 feet.
  2. 3,000 feet, 1 mile.
  3. 2,000 feet, 1,000 feet.
  4. 1,000 feet, 500 feet.
-

**Question 45 (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 1 mile horizontally.
  2. 1,000 feet vertically and 3 miles horizontally.
  3. 500 feet vertically and 1 mile horizontally.
  4. 500 feet vertically and 2,000 feet horizontally.
- 

**Question 46 (13.5)**

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

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

**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 (13.12)**

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

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

**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 (14.4)**

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	(1.2)	.	.	X	.
2	(1.9)	.	.	.	X
3	(2.6)	X	.	.	.
4	(2.7)	.	X	.	.
5	(2.8)	.	X	.	.
6	(3.7)	.	.	.	X
7	(3.9)	.	.	.	X
8	(3.12)	.	.	.	X
9	(3.13)	.	X	.	.
10	(3.14)	.	X	.	.
11	(3.18)	.	X	.	.
12	(3.20)	.	.	.	X
13	(3.26)	X	.	.	.
14	(3.28)	X	.	.	.
15	(4.1)	X	.	.	.
16	(4.4)	X	.	.	.
17	(4.6)	.	.	.	X
18	(4.8)	.	X	.	.
19	(5.1)	.	.	X	.
20	(5.3)	.	X	.	.
21	(5.11)	.	.	.	X
22	(6.8)	.	.	X	.
23	(6.11)	.	.	.	X
24	(6.20)	.	.	X	.
25	(7.5)	.	X	.	.

	Question	1	2	3	4
26	(7.6)	.	.	.	X
27	(7.11)	.	X	.	.
28	(8.3)	.	.	.	X
29	(8.8)	.	.	.	X
30	(8.10)	X	.	.	.
31	(9.1)	.	.	.	X
32	(9.7)	X	.	.	.
33	(9.8)	.	X	.	.
34	(9.10)	X	.	.	.
35	(9.11)	X	.	.	.
36	(10.2)	.	.	X	.
37	(10.5)	.	X	.	.
38	(11.2)	.	X	.	.
39	(11.8)	.	.	.	X
40	(11.17)	.	X	.	.
41	(12.1)	.	.	X	.
42	(12.4)	.	X	.	.
43	(12.12)	.	.	X	.
44	(12.13)	.	.	.	X
45	(13.2)	.	.	X	.
46	(13.5)	.	.	X	.
47	(13.9)	.	X	.	.
48	(13.12)	.	.	X	.
49	(14.3)	.	X	.	.
50	(14.4)	.	.	.	X