

# 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
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25	(7.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(7.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(8.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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50	(14.3)	<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 aircraft towing objects has the right of way over all power-driven heavier-than-air aircraft.
  2. An aeroplane has the right of way over all other aircraft which are converging from the left.
  3. Aeroplanes towing gliders must give way to helicopters.
  4. A jet airliner has the right of way over all other aircraft.
- 

**Question 2 (1.5)**

When two aircraft are converging at approximately the same altitude, which statement applies?

1. Helicopters shall give way to aeroplanes.
  2. Gliders shall give way to balloons.
  3. Gliders shall give way to helicopters.
  4. Aeroplanes shall give way to helicopters.
- 

**Question 3 (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 4 (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 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 (3.11)**

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 7 (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 8 (3.22)**

You advise ATC that you are on the downwind leg. If there is other traffic in the circuit, ATC will then

1. advise you of all other circuit traffic.
  2. clear you to land.
  3. inform you of your number in the approach sequence or other appropriate instructions.
  4. inform you of the runway in use, wind and altimeter.
- 

**Question 9 (3.25)**

A responsibility of a flight service specialist is to provide

1. terminal radar service.
  2. air traffic control.
  3. flight planning service.
  4. air traffic service in uncontrolled airspace only.
- 

**Question 10 (4.2)**

A dry Transport Canada standard wind direction indicator when horizontal indicates a wind speed of at least

1. 6 kt.
  2. 25 kt.
  3. 15 kt.
  4. 10 kt.
-

**Question 11 (4.5)**

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

1. 270.
  2. 09.
  3. 90.
  4. 27.
- 

**Question 12 (4.7)**

The manoeuvring area of an airport is that area

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

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

**Question 14 (5.3)**

A serviceable landing light is required equipment on aircraft

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

**Question 15 (5.7)**

The International VHF Emergency Frequency is

1. 122.2 MHz.
  2. 126.7 MHz.
  3. 121.5 MHz.
  4. 121.9 MHz.
- 

**Question 16 (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. B, D, E, G.
  2. A, C, F.
  3. A, B, G.
  4. A, C, D, E, F.
- 

**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. 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 18 (6.2)**

The controller suggests a take-off from a runway intersection. The pilot must be aware that

1. noise abatement procedures have been cancelled.
  2. the remaining runway length will not be stated by the controller.
  3. it is the pilot's responsibility to ensure that the remaining runway length is sufficient for take-off.
  4. the controller will ensure that the remaining runway length is sufficient for take-off.
- 

**Question 19 (6.3)**

A pilot requests an intersection take-off from ATC. If authorized,

1. the controller will ensure that the remaining runway length is sufficient for take-off.
  2. it is the pilot's responsibility to ensure that the remaining runway length is sufficient for take-off.
  3. any noise abatement procedures for the runway are automatically cancelled.
  4. the controller will always give the remaining runway length.
-

**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. 1,100 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 21 (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. always change altitude as required to avoid the other aircraft.
  2. maintain the specified heading to comply with the regulations.
  3. alter heading to avoid the other aircraft and advise ATC.
  4. maintain the specified heading as separation will be provided by the controller.
- 

**Question 22 (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 23 (6.23)**

Terminal airspace dimensions and VHF sector frequencies for certain high density traffic airports in Canada are shown

1. on the VTA chart and in the CFS.
  2. on the VTA and VNC charts.
  3. in the CFS and on the VNC chart.
  4. in the Designated Airspace Handbook and the TC AIM Canada.
- 

**Question 24 (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 25 (7.14)**

Which statement concerning vortices caused by helicopters is correct?

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

**Question 26 (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 27 (8.1)**

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

1. fly as crew member only if a back-up member is available.
  2. so advise the Minister.
  3. not commence a flight as a crew member.
  4. forward the licence to the Regional Aviation Medical Officer.
- 

**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 (8.12)**

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

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



**Question 30 (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 31 (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 32 (9.11)**

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

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

**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 (10.5)**

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

**Question 35 (10.6)**

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

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

**Question 36 (11.1)**

In an emergency requiring the use of an ELT, it should be turned on

1. at the ETA in the flight plan.
  2. for the first five minutes of each hour UTC.
  3. during daylight hours only to conserve the battery.
  4. immediately and left on.
- 

**Question 37 (11.4)**

All accidental ELT activations should be reported to the

1. Minister.
  2. nearest ATS unit.
  3. airport manager.
  4. R.C.M.P.
- 

**Question 38 (11.5)**

When an aircraft engine is left running on the ground and no person remains onboard, the aircraft's movement must be restricted and

1. its gross weight must be below 4,409 LB (2,000 kg).
  2. its control locks must be installed.
  3. it must remain in sight of the pilot at all times.
  4. it must not be left unattended.
- 

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

**Question 40 (11.10)**

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

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

**Question 41 (12.5)**

No person shall drop anything from an aircraft in flight

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

**Question 42 (12.7)**

CARs state that after the consumption of any alcoholic beverage, no person shall act as a crew member of an aircraft within

1. 12 hours.
  2. 24 hours.
  3. 36 hours.
  4. 8 hours.
- 

**Question 43 (12.9)**

“Night” in Canada is that period of time between

1. sunset and sunrise.
  2. the beginning of evening civil twilight and the end of morning civil twilight.
  3. one hour after sunset and one hour before sunrise.
  4. the end of evening civil twilight and the beginning of morning civil twilight.
- 

**Question 44 (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 45 (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 46 (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 47 (13.9)**

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

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

**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 (14.2)**

Details on civil aviation accident reporting procedures can be found in the

1. Canadian Aviation Regulations.
  2. Canada Flight Supplement.
  3. Aviation Safety Manual.
  4. TC AIM
-

**Question 50 (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.
-

# Marking sheet

	Question	1	2	3	4
1	(1.1)	X	.	.	.
2	(1.5)	.	X	.	.
3	(1.7)	X	.	.	.
4	(2.1)	.	X	.	.
5	(2.6)	.	X	.	.
6	(3.11)	.	X	.	.
7	(3.17)	.	.	X	.
8	(3.22)	.	.	X	.
9	(3.25)	.	.	X	.
10	(4.2)	.	.	X	.
11	(4.5)	.	X	.	.
12	(4.7)	.	.	.	X
13	(5.1)	.	.	.	X
14	(5.3)	.	.	.	X
15	(5.7)	.	.	X	.
16	(5.11)	.	X	.	.
17	(6.1)	.	X	.	.
18	(6.2)	.	.	X	.
19	(6.3)	.	X	.	.
20	(6.8)	.	.	X	.
21	(6.17)	.	.	X	.
22	(6.19)	.	X	.	.
23	(6.23)	X	.	.	.
24	(7.6)	.	.	.	X
25	(7.14)	X	.	.	.

	Question	1	2	3	4
26	(7.15)	X	.	.	.
27	(8.1)	.	.	X	.
28	(8.6)	.	.	.	X
29	(8.12)	.	X	.	.
30	(9.6)	.	.	X	.
31	(9.7)	X	.	.	.
32	(9.11)	.	X	.	.
33	(10.2)	X	.	.	.
34	(10.5)	.	.	X	.
35	(10.6)	.	.	X	.
36	(11.1)	.	.	.	X
37	(11.4)	.	X	.	.
38	(11.5)	.	.	.	X
39	(11.8)	.	.	X	.
40	(11.10)	.	.	X	.
41	(12.5)	.	.	X	.
42	(12.7)	X	.	.	.
43	(12.9)	.	.	.	X
44	(13.1)	.	.	X	.
45	(13.2)	.	.	.	X
46	(13.4)	.	X	.	.
47	(13.9)	.	.	X	.
48	(13.11)	.	.	.	X
49	(14.2)	.	.	.	X
50	(14.3)	.	X	.	.