

# Alec Myers Flight Training

## PSTAR Exam

Created 22 Jan 2025 01:08:03 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	(1.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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17	(5.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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21	(6.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(6.21)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(7.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(7.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(7.13)	<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	(8.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(8.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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37	(11.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(11.9)	<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"/>
40	(11.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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44	(13.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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47	(13.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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50	(14.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 1 (1.3)**

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

1. Power-driven heavier-than-air aircraft shall give way to gliders.
  2. Gliders shall give way to helicopters.
  3. Aeroplanes shall give way to power-driven heavier-than-air aircraft.
  4. Gliders shall give way to aeroplanes.
- 

**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 (1.10)**

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

1. give way.
  2. complete a 360° turn to the right.
  3. have the right of way.
  4. overtake the lower aircraft on 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 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 (2.7)**

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

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

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

**Question 7 (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. the first two letters of the registration, if initiated by ATS.
  2. the first three letters of the registration.
  3. the phonetic equivalents.
  4. any registration letters omitted by ATS in the last communication.
- 

**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 (3.20)**

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

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

**Question 10 (3.22)**

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

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

**Question 11 (3.23)**

A radio equipped aircraft has been cleared to land at a controlled airport. The pilot should acknowledge the clearance by

1. clicking the microphone button.
  2. transmitting the aircraft call sign.
  3. replying "Roger".
  4. replying "Wilco".
- 

**Question 12 (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 13 (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 14 (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 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 raft.
  2. An approved life preserver.
  3. A signal flare.
  4. A signal mirror.
- 

**Question 16 (5.7)**

The International VHF Emergency Frequency is

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

**Question 17 (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 18 (6.2)**

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

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

**Question 19 (6.3)**

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

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

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

**Question 21 (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 22 (6.21)**

The PIC of an aircraft shall comply with any light signals or ground marking prescribed in the CARs

1. at all times provided safety is not jeopardized.
  2. only while in class C airspace if they are part of an ATC clearance.
  3. only while in a Control Zone if they are part of an ATC instruction.
  4. at all times.
- 

**Question 23 (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 24 (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 25 (7.13)**

A helicopter in forward flight produces hazardous vortices

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

**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. would rapidly dissipate the strength of both vortices.
  2. would rapidly clear the runway of all vortices.
  3. would not affect the lateral movement of the vortices.
  4. could cause one vortex to remain over the runway for some time.
- 

**Question 27 (8.7)**

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

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

**Question 28 (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 29 (8.11)**

Many common drugs such as cold tablets, cough mixtures, antihistamines and other over-the-counter remedies may seriously impair the judgement and co-ordination needed while flying. The safest rule is to

1. allow at least 8 hours between taking any medicine or drugs and flying.
  2. read the manufacturer's warning to ensure that you are aware of possible reactions to such drugs.
  3. take no medicine when you plan to fly, except on the advice of an Aviation Medical Examiner.
  4. allow at least 12 hours between taking any medicine or drugs and flying.
-



**Question 30 (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 31 (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 fly for a period of 30 minutes at normal cruising speed.
  2. and then fly for a period of 45 minutes at normal cruising speed.
  3. and then fly for a period of 30 minutes at normal cruising speed.
  4. then to a specified alternate and then for a period of 45 minutes at normal cruising speed.
- 

**Question 32 (9.5)**

When there is a deviation from a VFR flight plan, ATC shall be notified of such deviation

1. within 10 minutes.
  2. within 30 minutes.
  3. within 60 minutes after landing.
  4. as soon as possible.
- 

**Question 33 (9.9)**

Estimated elapsed time A to B: 1 hour 15 minutes. Estimated stopover time at B: 30 minutes. Estimated elapsed time B to C: 1 hour 20 minutes. Using the above information, what time should be entered in the 'Elapsed Time' box of a VFR flight plan?

1. 2 hours 35 minutes.
  2. 3 hours 50 minutes.
  3. 3 hours 20 minutes.
  4. 3 hours 05 minutes.
- 

**Question 34 (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 35 (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 36 (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 37 (11.3)**

Before shutting down you can verify that the aircraft's ELT is not transmitting by

1. checking the ELT visual warning light.
  2. checking that the ELT switch is in the off position.
  3. listening on 121.5 MHz for a signal.
  4. ensuring that the master switch is off.
- 

**Question 38 (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 39 (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 40 (11.17)**

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

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

**Question 41 (12.3)**

Normally, a helicopter in uncontrolled airspace at less than 1,000 feet AGL may operate during the day in flight visibility which is not less than

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

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

**Question 43 (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. 1,000 feet, 500 feet.
  2. 500 feet, 500 feet.
  3. 3,000 feet, 1 mile.
  4. 2,000 feet, 1,000 feet.
- 

**Question 44 (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 45 (13.5)**

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

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

**Question 46 (13.6)**

ATC may authorize an aeroplane equipped with a functioning two-way radio to transit a Control Zone under day Special VFR provided the flight visibility and, when reported, ground visibility, are each not less than

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

**Question 47 (13.11)**

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

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

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

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

# Marking sheet

	Question	1	2	3	4
1	(1.3)	X	.	.	.
2	(1.5)	X	.	.	.
3	(1.10)	X	.	.	.
4	(2.1)	X	.	.	.
5	(2.7)	.	.	X	.
6	(3.1)	.	.	.	X
7	(3.3)	X	.	.	.
8	(3.17)	.	.	X	.
9	(3.20)	.	X	.	.
10	(3.22)	.	X	.	.
11	(3.23)	.	X	.	.
12	(4.6)	.	.	.	X
13	(4.7)	X	.	.	.
14	(5.1)	X	.	.	.
15	(5.6)	.	X	.	.
16	(5.7)	X	.	.	.
17	(5.11)	.	X	.	.
18	(6.2)	.	X	.	.
19	(6.3)	.	.	X	.
20	(6.17)	.	.	.	X
21	(6.19)	X	.	.	.
22	(6.21)	X	.	.	.
23	(7.3)	.	.	.	X
24	(7.11)	X	.	.	.
25	(7.13)	.	.	X	.

	Question	1	2	3	4
26	(7.15)	.	.	.	X
27	(8.7)	.	.	.	X
28	(8.9)	.	X	.	.
29	(8.11)	.	.	X	.
30	(8.12)	.	X	.	.
31	(9.2)	.	.	X	.
32	(9.5)	.	.	.	X
33	(9.9)	.	.	.	X
34	(9.11)	.	X	.	.
35	(10.2)	.	.	X	.
36	(10.6)	.	.	X	.
37	(11.3)	.	.	X	.
38	(11.9)	.	X	.	.
39	(11.13)	.	.	.	X
40	(11.17)	.	.	X	.
41	(12.3)	.	.	X	.
42	(12.4)	.	.	X	.
43	(12.13)	X	.	.	.
44	(13.4)	.	X	.	.
45	(13.5)	X	.	.	.
46	(13.6)	X	.	.	.
47	(13.11)	.	X	.	.
48	(14.3)	X	.	.	.
49	(14.4)	.	.	.	X
50	(14.5)	X	.	.	.