

Alec Myers Flight Training

PSTAR Exam

Created 22 Nov 2024 01:55:38 AM

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	(1.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	(2.1)	<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"/>
5	(3.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	(3.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.14)	<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"/>
9	(3.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.26)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(3.28)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(4.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(5.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17	(6.11)	<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"/>
19	(6.15)	<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"/>
21	(6.21)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(7.5)	<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"/>
24	(7.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(8.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(8.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(8.10)	<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"/>
29	(9.4)	<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"/>
31	(9.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
32	(9.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
33	(10.1)	<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"/>
35	(10.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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37	(11.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(11.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
39	(11.16)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
40	(12.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
41	(12.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
42	(12.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
43	(12.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
44	(13.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
45	(13.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
46	(13.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
47	(13.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
48	(13.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
49	(14.1)	<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 (1.2)

When two aircraft are converging at approximately the same altitude

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

Question 2 (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 3 (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 4 (2.7)

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

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

Question 5 (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 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. 126.7 MHz.
 2. 121.5 MHz.
 3. 122.2 MHz.
 4. 123.2 MHz.
-

Question 7 (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. RUNWAY 04".
 2. RUNWAY 29".
 3. HOLD SHORT OF 29".
 4. HOLD SHORT OF 04".
-

Question 8 (3.15)

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

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

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 (3.26)

NOTAMs are

1. mailed to all pilots.
 2. issued for airport facility closures only.
 3. valid for 24 hours.
 4. available at all FIC.
-

Question 11 (3.28)

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

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

Question 12 (4.2)

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

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

Question 13 (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. the operator of the airport.
 2. the airport security officer.
 3. a federal peace officer.
 4. a qualified flying instructor.
-

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

Question 15 (5.9)

The CARs define an infant passenger as a person

1. weighing less than 50 lb and under 5 years of age.
 2. under 2 years of age.
 3. weighing less than 30 lb.
 4. under 3 years of age.
-

Question 16 (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 whose safety belt shall be fastened.
 2. held securely in the arms of an adult person and a safety belt shall be fastened about both.
 3. fastened securely in a seat by means of a safety belt.
 4. secured by any one of the above methods.
-

Question 17 (6.11)

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

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

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

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 (6.21)

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

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

Question 22 (7.5)

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

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

Question 23 (7.12)

Wake turbulence will be greatest when generated by an aeroplane which is

1. heavy, landing configuration and slow speed.
 2. heavy, clean configuration and slow speed.
 3. light, clean configuration and high speed.
 4. heavy, take-off configuration and slow speed.
-

Question 24 (7.13)

A helicopter in forward flight produces hazardous vortices

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

Question 25 (8.7)

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

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

Question 26 (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. 36 hrs.
 2. 48 hrs.
 3. 12 hrs.
 4. 24 hrs.
-

Question 27 (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 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. 12 months.
 2. 24 months.
 3. 36 months.
 4. 48 months.
-

Question 29 (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 30 (9.5)

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

1. within 60 minutes after landing.
 2. as soon as possible.
 3. within 10 minutes.
 4. within 30 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. As soon as practicable after landing but no later than 24 hours after the last reported ETA.
 2. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
 3. Within one hour after landing.
 4. Within 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.
-

Question 32 (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. 3 hours 20 minutes.
 2. 3 hours 05 minutes.
 3. 2 hours 35 minutes.
 4. 3 hours 50 minutes.
-

Question 33 (10.1)

An ATC instruction

1. must be complied with when received by the pilot providing the safety of the aircraft is not jeopardized.
 2. must be "read back" in full to the controller and confirmed before becoming effective.
 3. is in effect advice provided by ATC and does not require acceptance or formal acknowledgement by the pilot concerned.
 4. is the same as an ATC clearance.
-

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 with only the part that is suitable.
 2. comply as best as possible under the circumstances to carry out the clearance and need not say anything to ATC.
 3. comply as best as possible under the circumstances and advise ATC as soon as possible.
 4. disregard the clearance.
-

Question 35 (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 36 (11.2)

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

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

Question 37 (11.9)

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

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

Question 38 (11.15)

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

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

Question 39 (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 40 (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 41 (12.6)

A person may conduct aerobatic manoeuvres in an aircraft

1. over an airport provided the appropriate frequency is monitored.
 2. over the suburban area of a city above 2,000 feet AGL.
 3. within Class F advisory airspace when visibility is 3 miles or greater.
 4. within Class C airspace when the visibility is 1 mile or greater.
-

Question 42 (12.17)

An aircraft cruising VFR in level flight above 3,000 feet AGL on a track of 290°M shall be flown at an

1. even thousand plus 500 foot altitude.
 2. odd thousand foot altitude.
 3. odd thousand plus 500 foot altitude.
 4. even thousand foot altitude.
-

Question 43 (12.18)

The selection of a cruising altitude in the Southern Domestic Airspace should be based on the

1. magnetic track.
 2. true heading.
 3. magnetic heading.
 4. true track.
-

Question 44 (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 45 (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. 2 miles.
 2. 3 miles.
 3. 1/2 mile.
 4. 1 mile.
-

Question 46 (13.7)

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

1. 1/2 mile and operated at not less than 500 feet AGL.
 2. 1 mile and operated at not less than 500 feet AGL.
 3. 1/2 mile.
 4. 1 mile.
-

Question 47 (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 48 (13.11)

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

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

Question 49 (14.1)

The primary objective of an aviation safety investigation into an aircraft accident or aircraft incident is to

1. determine the adequacy of insurance regulations.
 2. enforce regulations.
 3. prevent recurrences.
 4. apportion blame and liability.
-

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	(1.2)	.	.	.	X
2	(1.7)	X	.	.	.
3	(2.1)	X	.	.	.
4	(2.7)	.	.	.	X
5	(3.7)	.	.	.	X
6	(3.11)	.	.	.	X
7	(3.14)	.	.	.	X
8	(3.15)	.	X	.	.
9	(3.18)	.	.	.	X
10	(3.26)	.	.	.	X
11	(3.28)	.	.	X	.
12	(4.2)	.	X	.	.
13	(4.3)	X	.	.	.
14	(5.1)	.	.	X	.
15	(5.9)	.	X	.	.
16	(5.10)	X	.	.	.
17	(6.11)	.	X	.	.
18	(6.14)	.	.	X	.
19	(6.15)	.	.	.	X
20	(6.17)	.	X	.	.
21	(6.21)	.	X	.	.
22	(7.5)	.	.	.	X
23	(7.12)	.	X	.	.
24	(7.13)	.	X	.	.
25	(8.7)	X	.	.	.

	Question	1	2	3	4
26	(8.9)	.	.	.	X
27	(8.10)	X	.	.	.
28	(8.12)	.	X	.	.
29	(9.4)	X	.	.	.
30	(9.5)	.	X	.	.
31	(9.6)	X	.	.	.
32	(9.9)	.	X	.	.
33	(10.1)	X	.	.	.
34	(10.3)	.	.	X	.
35	(10.5)	.	.	X	.
36	(11.2)	.	.	.	X
37	(11.9)	.	.	.	X
38	(11.15)	X	.	.	.
39	(11.16)	.	.	X	.
40	(12.5)	.	.	X	.
41	(12.6)	.	.	X	.
42	(12.17)	X	.	.	.
43	(12.18)	X	.	.	.
44	(13.5)	X	.	.	.
45	(13.6)	.	.	.	X
46	(13.7)	.	.	X	.
47	(13.10)	.	.	.	X
48	(13.11)	X	.	.	.
49	(14.1)	.	.	X	.
50	(14.5)	.	X	.	.