

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
1	(1.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	(1.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	(2.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	(2.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	(3.6)	<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"/>
8	(3.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.23)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.24)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(4.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(5.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(6.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
17	(6.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(6.19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21	(7.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(7.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(7.10)	<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	(8.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(8.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(8.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(8.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
29	(8.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30	(9.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31	(9.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
32	(9.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
33	(10.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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35	(11.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
36	(11.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
37	(11.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(11.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
39	(12.2)	<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	(12.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
43	(12.14)	<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"/>
45	(13.1)	<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	(13.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
48	(14.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
49	(14.4)	<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 (1.5)

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 2 (1.8)

When two aircraft are approaching head-on or approximately so and there is danger of collision, each pilot shall

1. alter heading to the left.
 2. decrease airspeed.
 3. increase airspeed.
 4. alter heading to the right.
-

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: give way to other aircraft and continue circling; on the ground: stop.
 2. in flight: cleared to land; on the ground: cleared to taxi.
 3. in flight: return for landing; on the ground: cleared for take-off.
 4. in flight: return for landing; on the ground: cleared to taxi.
-

Question 5 (2.7)

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

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

Question 6 (3.6)

Where ATIS is available the information which should be included on first contact with ATC is the

1. phrase "with the numbers".
 2. phrase "ATIS received".
 3. phrase "with the information".
 4. ATIS phonetic identifier.
-

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. 121.5 MHz.
 2. 122.2 MHz.
 3. 123.2 MHz.
 4. 126.7 MHz.
-

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 (3.23)

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

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

Question 10 (3.24)

An initial call to Timmins FSS should be "Timmins

1. radio ...
 2. Flight Service Station ...
 3. UNICOM ...
 4. this is...
-

Question 11 (4.2)

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

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

Question 12 (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. a federal peace officer.
 2. a qualified flying instructor.
 3. the operator of the airport.
 4. the airport security officer.
-

Question 13 (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. a functioning radio capable of two-way radio communication.
 2. the aircraft be multi-engined when passengers are carried.
 3. specified emergency supplies be carried.
 4. all of the above
-

Question 14 (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 15 (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. fastened securely in a seat by means of a safety belt.
 2. held securely in the arms of an adult person whose safety belt shall be fastened.
 3. held securely in the arms of an adult person and a safety belt shall be fastened about both.
 4. secured by any one of the above methods.
-

Question 16 (6.3)

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

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

Question 17 (6.5)

When a NORDO aircraft crosses an airport for the purpose of obtaining landing information it should maintain

1. 1,000 feet above circuit height.
 2. at least 2,000 feet AGL.
 3. at least 500 feet above circuit height.
 4. circuit height.
-

Question 18 (6.7)

When instructed to continue an approach to a runway which is clear of traffic, what action should the pilot take if no landing clearance is received?

1. Circle 360° to the left.
 2. Circle 360° in the direction of the circuit.
 3. Complete the landing.
 4. Request landing clearance.
-

Question 19 (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. climb above the cloud and fly "VFR over the top".
 2. alter heading as necessary to remain VFR and advise ATC.
 3. maintain heading and altitude as it is an ATC clearance.
 4. maintain heading and altitude because ATC knows of the cloud and will issue further instructions.
-

Question 20 (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 21 (7.2)

Hazardous wake turbulence caused by aircraft in still air

1. persists indefinitely.
 2. dissipates immediately.
 3. dissipates rapidly.
 4. may persist for two minutes or more.
-

Question 22 (7.3)

Which response is most correct with respect to wake turbulence?

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

Question 23 (7.10)

Wake turbulence caused by a departing aeroplane is most severe immediately

1. before rotation.
 2. following take-off.
 3. above its flight path.
 4. following full power application.
-

Question 24 (7.13)

A helicopter in forward flight produces hazardous vortices

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

Question 25 (8.1)

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

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

Question 26 (8.2)

What is the recommended treatment for hyperventilation below 8,000 feet?

1. Slow the breathing rate to below 12 times per minute.
 2. Increase oxygen flow rates.
 3. Increase the depth of breathing.
 4. Hold the breath and perform a Valsalva manoeuvre.
-

Question 27 (8.3)

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

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

Question 28 (8.4)

Clearing the ears on a rapid descent may be assisted by

1. swallowing.
 2. opening the mouth widely or yawning.
 3. a Valsalva manoeuvre.
 4. all of the above.
-

Question 29 (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 30 (9.7)

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

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

Question 31 (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 32 (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 33 (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 34 (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 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 (11.14)

VDF steers are intended to provide directional assistance to VFR flights

1. cleared for Special VFR.
 2. in uncontrolled airspace.
 3. in times of difficulties.
 4. on routine navigational trips.
-

Question 37 (11.15)

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

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

Question 38 (11.17)

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

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

Question 39 (12.2)

When operating in accordance with VFR, aircraft shall be flown

1. with visual reference to the surface.
 2. clear of aerodrome traffic zones.
 3. clear of control zones.
 4. in compliance with all of the above.
-

Question 40 (12.5)

No person shall drop anything from an aircraft in flight

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

Question 41 (12.6)

A person may conduct aerobatic manoeuvres in an aircraft

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

Question 42 (12.8)

“Day” in Canada is that period of time between

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

Question 43 (12.14)

Over non-populous areas or over open water, a pilot may not fly an aircraft at a distance less than feet from any person, vessel, vehicle or structure.

1. 2,000.
 2. 200.
 3. 500.
 4. 1,000.
-

Question 44 (12.20)

Low Level Airspace is defined as, all airspace

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

Question 45 (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 46 (13.5)

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

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

Question 47 (13.8)

An aircraft flying in accordance with Special VFR would be flying within

1. an Aerodrome Traffic Zone.
 2. a Terminal Control Area.
 3. an airway.
 4. a 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. within 7 days by registered mail.
 2. within 24 hours by telephone.
 3. within 48 hours by facsimile.
 4. as soon as possible and by the quickest means available.
-

Question 49 (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.
-

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	(1.5)	.	X	.	.
2	(1.8)	.	.	.	X
3	(1.10)	X	.	.	.
4	(2.1)	.	.	.	X
5	(2.7)	X	.	.	.
6	(3.6)	.	.	.	X
7	(3.11)	.	.	X	.
8	(3.15)	.	X	.	.
9	(3.23)	X	.	.	.
10	(3.24)	X	.	.	.
11	(4.2)	.	.	.	X
12	(4.3)	.	.	X	.
13	(5.2)	.	.	X	.
14	(5.3)	.	X	.	.
15	(5.10)	.	X	.	.
16	(6.3)	X	.	.	.
17	(6.5)	.	.	X	.
18	(6.7)	.	.	.	X
19	(6.14)	.	X	.	.
20	(6.19)	X	.	.	.
21	(7.2)	.	.	.	X
22	(7.3)	.	.	.	X
23	(7.10)	.	X	.	.
24	(7.13)	X	.	.	.
25	(8.1)	X	.	.	.

	Question	1	2	3	4
26	(8.2)	X	.	.	.
27	(8.3)	.	X	.	.
28	(8.4)	.	.	.	X
29	(8.9)	.	X	.	.
30	(9.7)	.	X	.	.
31	(9.9)	.	.	.	X
32	(9.11)	X	.	.	.
33	(10.5)	.	.	X	.
34	(10.6)	.	.	X	.
35	(11.3)	.	.	.	X
36	(11.14)	.	.	X	.
37	(11.15)	.	.	X	.
38	(11.17)	X	.	.	.
39	(12.2)	X	.	.	.
40	(12.5)	X	.	.	.
41	(12.6)	.	.	.	X
42	(12.8)	.	X	.	.
43	(12.14)	.	.	X	.
44	(12.20)	X	.	.	.
45	(13.1)	.	.	X	.
46	(13.5)	.	X	.	.
47	(13.8)	.	.	.	X
48	(14.3)	.	.	.	X
49	(14.4)	.	.	.	X
50	(14.5)	X	.	.	.