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

Detatch 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	(1.4)	O	O	O	O
2	(1.6)	O	O	O	O
3	(2.1)	O	O	O	O
4	(2.7)	O	O	O	O
5	(2.8)	O	O	O	O
6	(3.3)	O	O	O	O
7	(3.11)	O	O	O	O
8	(3.14)	O	O	O	O
9	(3.15)	O	O	O	O
10	(3.17)	O	O	O	O
11	(4.6)	O	O	O	O
12	(4.8)	O	O	O	O
13	(5.2)	O	O	O	O
14	(5.10)	O	O	O	O
15	(5.11)	O	O	O	O
16	(6.3)	O	O	O	O
17	(6.4)	O	O	O	O
18	(6.15)	O	O	O	O
19	(6.22)	O	O	O	O
20	(7.8)	O	O	O	O
21	(7.9)	O	O	O	O
22	(7.11)	O	O	O	O
23	(7.12)	O	O	O	O
24	(7.13)	O	O	O	O
25	(7.15)	O	O	O	O

	Question	1	2	3	4
26	(8.1)	O	O	O	O
27	(8.2)	O	O	O	O
28	(8.4)	O	O	O	O
29	(8.7)	O	O	O	O
30	(8.11)	O	O	O	O
31	(8.12)	O	O	O	O
32	(9.3)	O	O	O	O
33	(9.6)	O	O	O	O
34	(9.9)	O	O	O	O
35	(10.2)	O	O	O	O
36	(10.3)	O	O	O	O
37	(11.2)	O	O	O	O
38	(11.4)	O	O	O	O
39	(11.8)	O	O	O	O
40	(11.16)	O	O	O	O
41	(11.17)	O	O	O	O
42	(12.1)	O	O	O	O
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46	(13.3)	O	O	O	O
47	(13.9)	O	O	O	O
48	(13.10)	O	O	O	O
49	(14.1)	O	O	O	O
50	(14.5)	O	O	O	O

Question 1 (1.4)

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

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

Question 2 (1.6)

When converging at approximately the same altitude

1. balloons shall give way to hang gliders.
2. aeroplanes towing gliders shall give way to balloons.
3. balloons shall give way to gliders.
4. balloons shall give way to airships.

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 (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 (3.3)

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

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

Question 8 (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 04”.
2. RUNWAY 04”.
3. RUNWAY 29”.
4. HOLD SHORT OF 29”.

Question 9 (3.15)

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

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

Question 10 (3.17)

A pilot receives the following ATC clearance “CLEARED TO LAND, TURN RIGHT AT THE FIRST INTERSECTION”. The pilot should

1. complete a touch-and-go if it is not possible to safely accomplish the turn.
2. land and turn off at the nearest intersection possible commensurate with safety.
3. land and do a 180° turn and taxi back to clear the runway at the required intersection.
4. land and attempt to turn off even though the speed is considered too high to safely accomplish the turn.

Question 11 (4.6)

Where taxiway holding positions have not been established, aircraft waiting to enter an active runway should normally hold

1. 50 feet from the edge of the runway.
2. 150 feet from the edge of the runway.
3. 200 feet from the edge of the runway.
4. clear of the manoeuvring area.

Question 12 (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. 1,500 feet AGL.
2. 1,000 feet AGL.
3. 500 feet AGL.
4. 2,000 feet AGL.

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 (5.10)

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 15 (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, C, F.
2. A, B, G.
3. A, C, D, E, F.
4. B, D, E, G.

Question 16 (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 17 (6.4)

When an arriving aircraft is cleared "to the circuit", the pilot should interpret this to mean join the circuit

1. on base leg if convenient.
2. on final for a straight in approach.
3. on the downwind leg.
4. from the upwind side of the runway in all cases.

Question 18 (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 ATC as the pilot has been given Special VFR clearance.
2. shared equally by the pilot and the controller.
3. of the pilot.
4. of the tower controller as the controller is aware of the obstruction.

Question 19 (6.22)

Before setting out on any VFR flight, a pilot is required to

1. read all weather reports received from stations within 100 miles of destination.
2. file a flight itinerary.
3. be familiar with all available information appropriate to the flight.
4. obtain an ATC clearance.

Question 20 (7.8)

Wake turbulence is produced by

1. fast moving aeroplanes only, regardless of their weight.
2. all fixed and rotary wing aircraft.
3. heavy aeroplanes only, regardless of their speed.
4. turbo-jet powered aircraft only.

Question 21 (7.9)

Wake turbulence caused by a departing large aeroplane begins

1. before rotation.
2. with rotation.
3. after becoming airborne.
4. with full power application.

Question 22 (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 23 (7.12)

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

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

Question 24 (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 25 (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 26 (8.1)

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

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

Question 27 (8.2)

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

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

Question 28 (8.4)

Clearing the ears on a rapid descent may be assisted by

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

Question 29 (8.7)

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

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

Question 30 (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. take no medicine when you plan to fly, except on the advice of an Aviation Medical Examiner.
2. allow at least 12 hours between taking any medicine or drugs and flying.
3. allow at least 8 hours between taking any medicine or drugs and flying.
4. read the manufacturer’s warning to ensure that you are aware of possible reactions to such drugs.

Question 31 (8.12)

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

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

Question 32 (9.3)

If a flight plan is not filed, a flight itinerary must be filed

1. for flights destined to land at aerodromes or places other than the point of origin.
2. for all flights.
3. for flights proceeding 25 NM or more from the point of origin.
4. only for flights in sparsely settled areas.

Question 33 (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 34 (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 35 (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 36 (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 as best as possible under the circumstances and advise ATC as soon as possible.
2. disregard the clearance.
3. comply with only the part that is suitable.
4. comply as best as possible under the circumstances to carry out the clearance and need not say anything to ATC.

Question 37 (11.2)

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

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

Question 38 (11.4)

All accidental ELT activations should be reported to the

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

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

Question 40 (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 41 (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 42 (12.1)

ADIZ rules normally apply

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

Question 43 (12.8)

“Day” in Canada is that period of time between

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

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. 2,000 feet, 1,000 feet.
2. 1,000 feet, 500 feet.
3. 500 feet, 500 feet.
4. 3,000 feet, 1 mile.

Question 45 (12.16)

What is the height AGL above which an aircraft in VFR flight shall be operated to conform with the Cruising Altitudes Order?

1. 2,200 feet.
2. 3,000 feet.
3. 3,500 feet.
4. 700 feet.

Question 46 (13.3)

The minimum flight visibility for VFR flight within a low level airway is

1. 1 mile.
2. 1½ miles.
3. 2 miles.
4. 3 miles.

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 (13.10)

VFR flight within Class B airspace is permitted

1. in accordance with an ATC clearance.
2. only when the flight visibility is 5 miles or better.
3. for all aircraft except gliders and balloons.
4. if the pilot holds a Class B Airspace Endorsement.

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

Marking sheet

	Question	1	2	3	4
1	(1.4)	.	.	X	.
2	(1.6)	.	X	.	.
3	(2.1)	X	.	.	.
4	(2.7)	.	.	.	X
5	(2.8)	.	X	.	.
6	(3.3)	.	.	X	.
7	(3.11)	.	.	.	X
8	(3.14)	X	.	.	.
9	(3.15)	X	.	.	.
10	(3.17)	.	X	.	.
11	(4.6)	.	.	X	.
12	(4.8)	.	.	.	X
13	(5.2)	.	.	X	.
14	(5.10)	X	.	.	.
15	(5.11)	X	.	.	.
16	(6.3)	.	.	X	.
17	(6.4)	.	.	X	.
18	(6.15)	.	.	X	.
19	(6.22)	.	.	X	.
20	(7.8)	.	X	.	.
21	(7.9)	.	X	.	.
22	(7.11)	X	.	.	.
23	(7.12)	.	.	.	X
24	(7.13)	.	.	X	.
25	(7.15)	X	.	.	.

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28	(8.4)	.	.	.	X
29	(8.7)	.	.	X	.
30	(8.11)	X	.	.	.
31	(8.12)	X	.	.	.
32	(9.3)	.	.	X	.
33	(9.6)	.	.	X	.
34	(9.9)	.	X	.	.
35	(10.2)	X	.	.	.
36	(10.3)	X	.	.	.
37	(11.2)	X	.	.	.
38	(11.4)	.	.	.	X
39	(11.8)	X	.	.	.
40	(11.16)	.	.	X	.
41	(11.17)	X	.	.	.
42	(12.1)	.	.	.	X
43	(12.8)	.	.	.	X
44	(12.13)	.	X	.	.
45	(12.16)	.	X	.	.
46	(13.3)	.	.	.	X
47	(13.9)	.	.	X	.
48	(13.10)	X	.	.	.
49	(14.1)	.	.	X	.
50	(14.5)	.	.	.	X