

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	(1.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.4)	<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"/>
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6	(3.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.21)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(4.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13	(5.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	(5.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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17	(6.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20	(7.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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23	(8.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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25	(8.8)	<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	(9.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(9.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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30	(9.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31	(9.8)	<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	(10.3)	<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	(11.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
37	(11.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(12.1)	<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"/>
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41	(12.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
42	(12.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
43	(12.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
44	(13.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
45	(13.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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49	(14.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
50	(14.4)	<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 (1.4)

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

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

Question 3 (2.1)

A series of green flashes directed at an aircraft means respectively

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

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 (3.1)

When making initial contact with a Canadian ATC unit, the pilot of aircraft C-GFLU should transmit the registration as

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

Question 6 (3.2)

When making initial contact with a Canadian ATC unit, the pilot of aircraft C-FBSQ should transmit the registration as

1. Bravo, Sierra, Quebec.
 2. FBSQ.
 3. Fox, Baker, Sugar, Queen.
 4. Foxtrot, Bravo, Sierra, Quebec.
-

Question 7 (3.4)

On initial radio contact with an ATIS unit the pilot shall transmit the

1. type of aircraft and the last three letters of the registration in phonetics.
 2. type of aircraft and last four letters of the registration in phonetics.
 3. last three letters of the registration in phonetics.
 4. whole registration in phonetics.
-

Question 8 (3.5)

ATIS is normally provided

1. for the rapid updating of weather forecasts.
 2. only when VFR conditions exist at airports.
 3. to replace the FSS.
 4. to relieve frequency congestion.
-

Question 9 (3.6)

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

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

Question 10 (3.21)

A departing flight will normally remain on tower frequency until

1. 25 NM from the airport.
 2. 15 NM from the Control Zone.
 3. clear of the Control Zone.
 4. the flight is 2,000 feet AGL.
-

Question 11 (4.4)

Runways and taxiways or portions thereof that are closed to aircraft are marked by

1. white dumb-bells.
 2. red flags.
 3. horizontal red squares with yellow diagonals.
 4. a white or yellow X.
-

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 (5.1)

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 14 (5.4)

Unless oxygen and oxygen masks as specified in CARs are readily available, no person shall fly unpressurized aircraft above

1. 10,000 feet ASL.
 2. 12,500 feet ASL.
 3. 13,000 feet ASL.
 4. 9,500 feet ASL.
-

Question 15 (5.7)

The International VHF Emergency Frequency is

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

Question 16 (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 17 (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. Complete the landing.
 2. Request landing clearance.
 3. Circle 360° to the left.
 4. Circle 360° in the direction of the circuit.
-

Question 18 (6.13)

A pilot on a VFR flight is being vectored by ATC towards an extensive unbroken layer of cloud. The responsibility for remaining VFR rests with

1. the radar operator.
 2. ATC since the flight is designated VFR.
 3. ATC since the cloud is visible on radar.
 4. the pilot.
-

Question 19 (6.18)

Unless ATC instructs otherwise, pilots operating VFR shall select transponder code 1200 when flying at or below feet ASL and code when flying above that altitude.

1. 12,500, 1400.
 2. 12,500, 1300.
 3. 10,000, 1400.
 4. 10,000, 1300.
-

Question 20 (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 21 (7.6)

The pilot of a light aircraft on final approach close behind a heavier aircraft should plan the approach to land

1. to the right or left of the touchdown point of the other aircraft.
 2. beyond the touchdown point of the other aircraft.
 3. prior to the touchdown point of the other aircraft.
 4. at the touchdown point of the other aircraft.
-

Question 22 (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 23 (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 24 (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 25 (8.8)

Any pilot who has had a general anaesthetic should not act as a flight crew member

1. during the next 12 hrs.
 2. during the next 36 hrs.
 3. during the next 48 hrs.
 4. unless advised it is safe to do so by a doctor.
-

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. 12 hrs.
 2. 24 hrs.
 3. 36 hrs.
 4. 48 hrs.
-

Question 27 (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. 30 minutes.
 2. 45 minutes.
 3. 60 minutes.
 4. 15 minutes.
-

Question 28 (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 29 (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 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.
 2. As soon as practicable after landing but no later than 24 hours after the last reported ETA.
 3. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
 4. Within one hour after landing.
-

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 (9.8)

Where a VFR flight plan has been filed, an arrival report must be filed by the pilot

1. by parking the aircraft in close proximity to the tower.
 2. except at airports served by a control tower in which case the tower will automatically close the flight plan.
 3. by advising an ATS unit.
 4. at each intermediate stop and then reopened on take-off.
-

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 (10.3)

A pilot, after accepting a clearance and subsequently finding that all or part of the clearance cannot be complied with, should

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

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

Question 35 (11.3)

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

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

Question 36 (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 37 (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 38 (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 39 (12.2)

When operating in accordance with VFR, aircraft shall be flown

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

Question 40 (12.5)

No person shall drop anything from an aircraft in flight

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

Question 41 (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 42 (12.12)

Which statement is correct with regard to “advisory airspace”?

1. A transient aircraft entering active advisory airspace shall be equipped with a serviceable transponder.
 2. Non-participating VFR aircraft are encouraged to avoid flight in advisory airspace during active periods specified on aeronautical charts and NOTAM.
 3. Aircraft need to be equipped with a two-way radio to enter active advisory airspace.
 4. Only military aircraft may enter advisory airspace depicted on aeronautical charts.
-

Question 43 (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. odd thousand foot altitude.
 2. odd thousand plus 500 foot altitude.
 3. even thousand foot altitude.
 4. even thousand plus 500 foot altitude.
-

Question 44 (13.1)

“Controlled Airspace” means all airspace of defined dimensions within which

1. Special VFR flight only is permitted.
 2. an ATC service is provided.
 3. Control Zone regulations are in force.
 4. security regulations are in force.
-

Question 45 (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 46 (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 47 (13.12)

Unless otherwise authorized, a pilot on a VFR flight operating within a Class C Terminal Control Area must

1. establish radio contact with the appropriate ATC unit only when transiting the associated Control Zone.
 2. establish and maintain radio communication with the appropriate ATC Unit.
 3. contact Radar Service only when taking off or landing at the major airport concerned.
 4. exit the airspace whenever the weather deteriorates below VFR limits.
-

Question 48 (14.1)

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

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

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 (14.4)

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.
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Marking sheet

	Question	1	2	3	4
1	(1.2)	.	.	.	X
2	(1.4)	.	X	.	.
3	(2.1)	.	.	X	.
4	(2.7)	.	.	.	X
5	(3.1)	X	.	.	.
6	(3.2)	.	.	.	X
7	(3.4)	.	X	.	.
8	(3.5)	.	.	.	X
9	(3.6)	.	.	X	.
10	(3.21)	.	.	X	.
11	(4.4)	.	.	.	X
12	(4.8)	.	.	.	X
13	(5.1)	.	.	X	.
14	(5.4)	.	.	X	.
15	(5.7)	.	X	.	.
16	(5.9)	.	X	.	.
17	(6.7)	.	X	.	.
18	(6.13)	.	.	.	X
19	(6.18)	X	.	.	.
20	(7.3)	.	.	.	X
21	(7.6)	.	X	.	.
22	(7.13)	X	.	.	.
23	(8.1)	X	.	.	.
24	(8.2)	.	.	X	.
25	(8.8)	.	.	.	X

	Question	1	2	3	4
26	(8.9)	.	X	.	.
27	(9.4)	.	.	X	.
28	(9.5)	.	.	.	X
29	(9.6)	.	X	.	.
30	(9.7)	.	X	.	.
31	(9.8)	.	.	X	.
32	(9.9)	.	X	.	.
33	(10.3)	.	.	.	X
34	(10.5)	.	.	.	X
35	(11.3)	.	X	.	.
36	(11.9)	.	X	.	.
37	(11.13)	.	.	.	X
38	(12.1)	.	.	.	X
39	(12.2)	.	.	X	.
40	(12.5)	.	.	.	X
41	(12.8)	.	X	.	.
42	(12.12)	.	X	.	.
43	(12.17)	.	.	.	X
44	(13.1)	.	X	.	.
45	(13.7)	.	.	X	.
46	(13.8)	.	.	.	X
47	(13.12)	.	X	.	.
48	(14.1)	.	X	.	.
49	(14.2)	.	.	.	X
50	(14.4)	.	.	.	X