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	(1.3)	O	O	O	O
2	(1.5)	O	O	O	O
3	(1.8)	O	O	O	O
4	(2.6)	O	O	O	O
5	(2.7)	O	O	O	O
6	(3.4)	O	O	O	O
7	(3.13)	O	O	O	O
8	(3.17)	O	O	O	O
9	(3.22)	O	O	O	O
10	(3.27)	O	O	O	O
11	(4.1)	O	O	O	O
12	(4.6)	O	O	O	O
13	(5.2)	O	O	O	O
14	(5.6)	O	O	O	O
15	(5.8)	O	O	O	O
16	(5.9)	O	O	O	O
17	(5.10)	O	O	O	O
18	(5.11)	O	O	O	O
19	(6.5)	O	O	O	O
20	(6.6)	O	O	O	O
21	(6.11)	O	O	O	O
22	(6.20)	O	O	O	O
23	(7.3)	O	O	O	O
24	(7.12)	O	O	O	O
25	(7.13)	O	O	O	O

	Question	1	2	3	4
26	(7.15)	O	O	O	O
27	(8.3)	O	O	O	O
28	(8.6)	O	O	O	O
29	(8.8)	O	O	O	O
30	(8.13)	O	O	O	O
31	(9.4)	O	O	O	O
32	(9.7)	O	O	O	O
33	(9.8)	O	O	O	O
34	(10.3)	O	O	O	O
35	(10.5)	O	O	O	O
36	(11.3)	O	O	O	O
37	(11.5)	O	O	O	O
38	(11.6)	O	O	O	O
39	(11.7)	O	O	O	O
40	(12.6)	O	O	O	O
41	(12.7)	O	O	O	O
42	(12.9)	O	O	O	O
43	(12.10)	O	O	O	O
44	(12.11)	O	O	O	O
45	(12.16)	O	O	O	O
46	(13.4)	O	O	O	O
47	(13.7)	O	O	O	O
48	(13.12)	O	O	O	O
49	(14.4)	O	O	O	O
50	(14.5)	O	O	O	O

Question 1 (1.3)

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

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

Question 2 (1.5)

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. Gliders shall give way to balloons.
4. Gliders shall give way to helicopters.

Question 3 (1.8)

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

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

Question 4 (2.6)

Blinking runway lights advises vehicles and pedestrians to

1. be aware that an emergency is in progress; continue with caution.
2. be aware that an emergency is in progress; hold your position.
3. return to the apron.
4. vacate the runways immediately.

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 (3.4)

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

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

Question 7 (3.13)

A pilot is cleared to taxi to the runway in use without a hold short clearance. To get there, the aircraft must cross two taxiways and one runway. This authorizes the pilot to taxi to

1. the runway in use, but must hold short.
2. the runway in use, but further clearance is required to cross each taxiway and runway en route.
3. position on the runway without further clearance.
4. the runway in use, but further clearance is required to cross the other runway.

Question 8 (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 9 (3.22)

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

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

Question 10 (3.27)

A new or replacing NOTAM without the term “APRX” is valid

1. for 48 hours only.
2. for the day it was issued.
3. until the time quoted in the NOTAM.
4. until a cancelling NOTAM is issued.

Question 11 (4.1)

An airport is

1. a certified aerodrome.
2. an aerodrome with paved runways.
3. an aerodrome with a control tower.
4. a registered aerodrome.

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 (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 (5.6)

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. A signal flare.
2. A signal mirror.
3. An approved life raft.
4. An approved life preserver.

Question 15 (5.8)

No pilot shall take off from or land at an aerodrome at night unless the

1. aircraft is equipped with a functioning two-way radio.
2. aircraft is equipped with a functioning landing light or landing lights.
3. aerodrome is lighted as prescribed by the Minister.
4. pilot has completed 3 night landings in the previous 90 days.

Question 16 (5.9)

The CARs define an infant passenger as a person

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

Question 17 (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 18 (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 19 (6.5)

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

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

Question 20 (6.6)

An aircraft is “cleared to the circuit” where a left hand circuit is in effect. Without further approval from ATC a right turn may be made to

1. join the final leg.
2. join the base leg.
3. join cross-wind or a partial right turn to join the downwind leg.
4. descend on the downwind leg.

Question 21 (6.11)

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

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

Question 22 (6.20)

The holder of a student pilot permit may for the sole purpose of the holder's own flight training act as PIC of an aircraft

1. only when accompanied by a flight instructor.
2. by day and night.
3. by day only.
4. while carrying passengers.

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 (7.12)

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 25 (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 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. 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 27 (8.3)

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

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

Question 28 (8.6)

With regard to fatigue, which statement is correct according to the information given under the “Medical Information” section of the TC AIM Canada?

1. A fatigued person must have food immediately before and during flight.
2. Financial or family problems do not influence tolerance to fatigue.
3. Fatigue slows reaction time and causes foolish inattentive errors.
4. A fatigued person recuperates more quickly as altitude is gained.

Question 29 (8.8)

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

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

Question 30 (8.13)

The Canadian Medical Certificate of a private pilot under 40 years of age is valid, in Canada, for a period of

1. 24 months.
2. 72 months.
3. 60 months.
4. 48 months.

Question 31 (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. 45 minutes.
2. 60 minutes.
3. 15 minutes.
4. 30 minutes.

Question 32 (9.7)

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

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

Question 33 (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 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. 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 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. 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 36 (11.3)

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

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

Question 37 (11.5)

When an aircraft engine is left running on the ground and no person remains onboard, the aircraft's movement must be restricted and

1. it must remain in sight of the pilot at all times.
2. it must not be left unattended.
3. its gross weight must be below 4,409 LB (2,000 kg).
4. its control locks must be installed.

Question 38 (11.6)

When confronted with an approaching thunderstorm, a take-off or landing

1. should be avoided as a sudden wind shift or low level turbulence could cause a loss of control.
2. is safe if you can see under the thunderstorm through to the other side.
3. should be avoided unless the take-off can be made away from the thunderstorm.
4. is safe of the thunderstorm is regarded as "light".

Question 39 (11.7)

An isolated thunderstorm is in close proximity to your aerodrome of intended landing. You should

1. add one-half the wind gust factor to the recommended landing speed and land.
2. land giving due consideration to wind shear on final approach.
3. hold over a known point clear of the thunderstorm until it is well past the aerodrome.
4. land as quickly as possible.

Question 40 (12.6)

A person may conduct aerobatic manoeuvres in an aircraft

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

Question 41 (12.7)

CARs state that after the consumption of any alcoholic beverage, no person shall act as a crew member of an aircraft within

1. 36 hours.
2. 8 hours.
3. 12 hours.
4. 24 hours.

Question 42 (12.9)

“Night” in Canada is that period of time between

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

Question 43 (12.10)

Formation flying is permitted only if such flights

1. have been pre-arranged by the pilots-in-command.
2. are conducted above 3,000 feet AGL.
3. are conducted by commercial pilots.
4. are led by a pilot whose licence is endorsed for formation flight.

Question 44 (12.11)

Flight through active Class F airspace with the designator CYR

1. is restricted to military aircraft operating under the authority of the Minister of National Defence.
2. will be approved only for aircraft on IFR flight plans under positive radar control.
3. is permitted only in accordance with permission issued by the user agency.
4. may be undertaken only by aircraft equipped with two-way radio communication and a transponder.

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

Question 46 (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 47 (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 mile and operated at not less than 500 feet AGL.
2. 1/2 mile.
3. 1 mile.
4. 1/2 mile and operated at not less than 500 feet AGL.

Question 48 (13.12)

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

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

Question 49 (14.4)

TSB shall be notified of a reportable aviation accident when

1. an aircraft is missing or completely inaccessible.
2. a person sustains serious or fatal injury as a result of being in or coming into direct contact with any part of an aircraft.
3. an aircraft sustains damage or structural failure adversely affecting performance or flight characteristics and requiring major repair or replacement.
4. any of the above conditions exist.

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	(1.3)	.	X	.	.
2	(1.5)	.	.	X	.
3	(1.8)	.	X	.	.
4	(2.6)	.	.	.	X
5	(2.7)	X	.	.	.
6	(3.4)	.	.	.	X
7	(3.13)	.	.	.	X
8	(3.17)	.	X	.	.
9	(3.22)	.	.	X	.
10	(3.27)	.	.	X	.
11	(4.1)	X	.	.	.
12	(4.6)	.	.	.	X
13	(5.2)	.	.	X	.
14	(5.6)	.	.	.	X
15	(5.8)	.	.	X	.
16	(5.9)	.	.	X	.
17	(5.10)	.	X	.	.
18	(5.11)	X	.	.	.
19	(6.5)	.	X	.	.
20	(6.6)	.	.	X	.
21	(6.11)	.	.	X	.
22	(6.20)	.	.	X	.
23	(7.3)	.	.	.	X
24	(7.12)	.	.	.	X
25	(7.13)	.	X	.	.

	Question	1	2	3	4
26	(7.15)	X	.	.	.
27	(8.3)	.	.	.	X
28	(8.6)	.	.	X	.
29	(8.8)	.	.	X	.
30	(8.13)	.	.	X	.
31	(9.4)	.	X	.	.
32	(9.7)	.	.	X	.
33	(9.8)	.	.	X	.
34	(10.3)	.	.	.	X
35	(10.5)	.	.	.	X
36	(11.3)	X	.	.	.
37	(11.5)	.	X	.	.
38	(11.6)	X	.	.	.
39	(11.7)	.	.	X	.
40	(12.6)	.	X	.	.
41	(12.7)	.	.	X	.
42	(12.9)	.	.	.	X
43	(12.10)	X	.	.	.
44	(12.11)	.	.	X	.
45	(12.16)	.	.	.	X
46	(13.4)	.	X	.	.
47	(13.7)	.	X	.	.
48	(13.12)	.	.	X	.
49	(14.4)	.	.	.	X
50	(14.5)	.	X	.	.