

# 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	(1.4)	<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"/>
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4	(1.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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8	(3.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	(3.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	(3.23)	<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	(4.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(4.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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16	(5.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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22	(6.18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(7.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(7.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
25	(7.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Question	1	2	3	4
26	(7.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27	(7.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28	(7.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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36	(10.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
37	(10.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
38	(11.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
39	(11.12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
40	(11.15)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
41	(11.16)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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43	(12.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
44	(12.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
45	(12.21)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
46	(13.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
47	(13.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
48	(13.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
49	(14.3)	<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 (1.4)**

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 2 (1.7)**

When two power-driven heavier-than-air aircraft are converging at approximately the same altitude

1. the one on the left has the right of way.
  2. both shall alter heading to the left.
  3. the one on the right has the right of way.
  4. the one on the right shall give way by descending.
- 

**Question 3 (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 right.
  2. alter heading to the left.
  3. decrease airspeed.
  4. increase airspeed.
- 

**Question 4 (1.9)**

When overtaking an aircraft at your 12 o'clock position, at your altitude, you should

1. climb.
  2. descend.
  3. alter heading to the right.
  4. alter heading to the left.
- 

**Question 5 (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 6 (2.6)**

Blinking runway lights advises vehicles and pedestrians to

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

**Question 7 (3.1)**

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

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

**Question 8 (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 9 (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 further clearance is required to cross each taxiway and runway en route.
  2. position on the runway without further clearance.
  3. the runway in use, but further clearance is required to cross the other runway.
  4. the runway in use, but must hold short.
- 

**Question 10 (3.17)**

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

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

**Question 11 (3.23)**

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

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

**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 (4.5)**

The west end of a runway oriented east and west is numbered

1. 09.
  2. 90.
  3. 27.
  4. 270.
- 

**Question 14 (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. 500 feet AGL.
  2. 2,000 feet AGL.
  3. 1,500 feet AGL.
  4. 1,000 feet AGL.
-

**Question 15 (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 16 (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. the aircraft be multi-engined when passengers are carried.
  2. specified emergency supplies be carried.
  3. a functioning radio capable of two-way radio communication.
  4. all of the above
- 

**Question 17 (5.5)**

No person shall fly an aircraft for more than . . . . at an altitude between 10,000 and 13,000 feet ASL unless there is readily available to each flight crew member, an oxygen mask and a supply of oxygen.

1. 15 minutes.
  2. 30 minutes.
  3. 1 hour.
  4. 2 hours.
- 

**Question 18 (5.7)**

The International VHF Emergency Frequency is

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

**Question 19 (6.1)**

If cleared for take-off immediately following the very low approach and overshoot of a large aircraft, the pilot should

1. wait for 2 minutes after the large aircraft has passed then take off.
  2. take off immediately otherwise the trailing vortices will descend into the flight path.
  3. taxi to position on the runway and wait until it is considered safe to take off.
  4. decline take-off clearance and inform ATC of the reason for non-acceptance.
- 

**Question 20 (6.9)**

When the reported ceiling is 1,000 feet overcast and visibility is 3 miles, to remain VFR, an aircraft cleared to the circuit must join

1. at 500 feet below cloud base.
  2. at 700 feet AGL.
  3. in accordance with Special VFR.
  4. as high as possible without entering cloud.
- 

**Question 21 (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. alter heading as necessary to remain VFR and advise ATC.
  2. maintain heading and altitude as it is an ATC clearance.
  3. maintain heading and altitude because ATC knows of the cloud and will issue further instructions.
  4. climb above the cloud and fly "VFR over the top".
- 

**Question 22 (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 23 (7.1)**

Avoiding wake turbulence is

1. the responsibility of the pilot, only when advised by ATC of the possibility of wake turbulence.
  2. a responsibility shared by both the pilot and ATC.
  3. the sole responsibility of the pilot.
  4. the sole responsibility of ATC.
-

**Question 24 (7.4)**

The wing tip vortices generated by a heavy aeroplane can cause a lighter aircraft encountering them to

1. sustain structural damage.
  2. go out of control.
  3. continue descent even when maximum power is applied.
  4. experience any of the above situations.
- 

**Question 25 (7.5)**

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

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

**Question 26 (7.7)**

To avoid wake turbulence when taking off behind a large aircraft, the pilot should

1. taxi until past the rotation point of the large aircraft, then take off and remain below its climb path.
  2. become airborne before the rotation point of the large aircraft and stay above its departure path or request a turn to avoid the departure path.
  3. remain in ground effect until past the rotation point of the large aircraft.
  4. become airborne in the calm airspace between the vortices.
- 

**Question 27 (7.8)**

Wake turbulence is produced by

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

**Question 28 (7.14)**

Which statement concerning vortices caused by helicopters is correct?

1. Wind does not influence the movement of vortices generated by a helicopter in hovering flight.
  2. Helicopter vortices are generally weak and dissipate rapidly when formed near the ground.
  3. The size and weight of the helicopter has a direct influence on the intensity of the vortices.
  4. Helicopter vortices are less intense than the vortices of an aeroplane of the same weight.
-

**Question 29 (8.1)**

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

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

**Question 30 (8.2)**

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

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

**Question 31 (8.7)**

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

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

**Question 32 (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 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. 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 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 05 minutes.
  2. 2 hours 35 minutes.
  3. 3 hours 50 minutes.
  4. 3 hours 20 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 (10.4)**

After accepting a clearance and subsequently finding that it cannot be complied with, a pilot should

1. disregard the clearance.
  2. comply with the suitable parts.
  3. take any immediate action required and advise ATC as soon as possible.
  4. comply as best as possible under the circumstances and say nothing to ATC.
- 

**Question 37 (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 38 (11.1)**

In an emergency requiring the use of an ELT, it should be turned on

1. immediately and left on.
  2. at the ETA in the flight plan.
  3. for the first five minutes of each hour UTC.
  4. during daylight hours only to conserve the battery.
-

**Question 39 (11.12)**

A 45 kt blast area can be expected ..... behind the propellers of a large turbo-prop aeroplane during taxi.

1. 80 feet.
  2. 100 feet.
  3. 120 feet.
  4. 60 feet.
- 

**Question 40 (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 41 (11.16)**

ATC advises that simultaneous operations are in progress at an airport. Pilots could expect a clearance to

1. land on a specified parallel runway.
  2. take off over top of an aircraft on an intersecting runway.
  3. take off on a specified parallel runway.
  4. land and hold short of an intersecting runway.
- 

**Question 42 (12.1)**

ADIZ rules normally apply

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

**Question 43 (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 44** (12.9)

“Night” in Canada is that period of time between

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

**Question 45** (12.21)

A Control Zone normally is controlled airspace extending upwards from

1. 2,200 feet above the surface of the earth.
  2. 700 feet above the surface of the earth.
  3. the surface of the earth to 3,000 feet.
  4. a specified height above the surface of the earth.
- 

**Question 46** (13.1)

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

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

**Question 47** (13.4)

When in VFR flight within a Control Zone, a pilot must remain clear of cloud by at least

1. 1,000 feet vertically and 3 miles horizontally.
  2. 500 feet vertically and 2,000 feet horizontally.
  3. 500 feet vertically and 1 mile horizontally.
  4. 1,000 feet vertically and 1 mile horizontally.
- 

**Question 48** (13.5)

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

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

**Question 49 (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 48 hours by facsimile.
  2. as soon as possible and by the quickest means available.
  3. within 7 days by registered mail.
  4. within 24 hours by telephone.
- 

**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	(1.7)	.	.	X	.
3	(1.8)	X	.	.	.
4	(1.9)	.	.	X	.
5	(2.1)	.	.	.	X
6	(2.6)	.	X	.	.
7	(3.1)	.	.	.	X
8	(3.6)	.	.	X	.
9	(3.13)	.	.	X	.
10	(3.17)	X	.	.	.
11	(3.23)	.	.	X	.
12	(4.2)	.	X	.	.
13	(4.5)	X	.	.	.
14	(4.8)	.	X	.	.
15	(5.1)	.	.	X	.
16	(5.2)	.	X	.	.
17	(5.5)	.	X	.	.
18	(5.7)	X	.	.	.
19	(6.1)	.	.	.	X
20	(6.9)	X	.	.	.
21	(6.14)	X	.	.	.
22	(6.18)	X	.	.	.
23	(7.1)	.	.	X	.
24	(7.4)	.	.	.	X
25	(7.5)	.	X	.	.

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27	(7.8)	.	.	.	X
28	(7.14)	.	.	X	.
29	(8.1)	.	X	.	.
30	(8.2)	.	.	.	X
31	(8.7)	.	X	.	.
32	(9.5)	.	.	.	X
33	(9.6)	X	.	.	.
34	(9.9)	X	.	.	.
35	(10.2)	X	.	.	.
36	(10.4)	.	.	X	.
37	(10.6)	.	.	X	.
38	(11.1)	X	.	.	.
39	(11.12)	.	.	.	X
40	(11.15)	.	.	X	.
41	(11.16)	.	.	.	X
42	(12.1)	X	.	.	.
43	(12.5)	.	.	.	X
44	(12.9)	.	X	.	.
45	(12.21)	.	.	X	.
46	(13.1)	.	.	.	X
47	(13.4)	.	.	X	.
48	(13.5)	.	.	X	.
49	(14.3)	.	X	.	.
50	(14.5)	.	.	.	X