

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		Question	1	2	3	4
1	(1.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	26	(8.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	(1.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	27	(8.6)	<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"/>	28	(8.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	(2.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	29	(9.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	(3.2)	<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"/>
6	(3.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	31	(9.11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	(3.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	32	(10.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	(3.20)	<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"/>
9	(3.22)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	34	(10.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	(3.26)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	35	(11.4)	<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"/>	36	(11.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	(4.5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	37	(11.11)	<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"/>	38	(11.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	(5.6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	39	(12.1)	<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"/>	40	(12.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	(5.9)	<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"/>
17	(5.10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	42	(12.7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18	(6.3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	43	(12.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
19	(6.11)	<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"/>
20	(6.13)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	45	(13.2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21	(6.14)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	46	(13.8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
22	(6.17)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	47	(13.9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
23	(7.4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	48	(14.1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
24	(7.7)	<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"/>
25	(7.8)	<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. Gliders shall give way to helicopters.
 2. Aeroplanes shall give way to helicopters.
 3. Helicopters shall give way to aeroplanes.
 4. Gliders shall give way to balloons.
-

Question 2 (1.10)

Two aircraft are on approach to land, the aircraft at the higher altitude shall

1. overtake the lower aircraft on the left.
 2. give way.
 3. complete a 360° turn to the right.
 4. have the right of way.
-

Question 3 (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 4 (2.8)

Pilots should not overfly reindeer or caribou at an altitude of less than

1. 1,500 feet AGL.
 2. 1,000 feet AGL.
 3. 2,500 feet AGL.
 4. 2,000 feet AGL.
-

Question 5 (3.2)

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

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

Question 6 (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 7 (3.17)

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

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

Question 8 (3.20)

What should be included along with the call sign of the aircraft and time, to indicate cancellation of a distress message?

1. MAYDAY, ALL STATIONS, ALL STATIONS, ALL STATIONS, SILENCE FINISHED, OUT.
 2. MAYDAY CANCELLED, MAYDAY CANCELLED, MAYDAY CANCELLED.
 3. ALL STATIONS, ALL STATIONS, ALL STATIONS, EMERGENCY OVER.
 4. MAYDAY, MAYDAY, MAYDAY, ALL STATIONS, DISTRESS TRAFFIC ENDED, OUT.
-

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

Question 10 (3.26)

NOTAMs are

1. available at all FIC.
 2. mailed to all pilots.
 3. issued for airport facility closures only.
 4. valid for 24 hours.
-

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 (4.5)

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

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

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. D, E, G, H.
 2. C, D, E, G.
 3. C, D, F, H.
 4. D, E, F, G.
-

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 (5.7)

The International VHF Emergency Frequency is

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

Question 16 (5.9)

The CARs define an infant passenger as a person

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

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 (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 19 (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 20 (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 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. 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 22 (6.17)

A pilot on a VFR flight in Class C airspace is advised by ATC to maintain a specific heading. In the pilot's opinion, this heading will cause conflict with another aircraft. The pilot should

1. alter heading to avoid the other aircraft and advise ATC.
 2. maintain the specified heading as separation will be provided by the controller.
 3. always change altitude as required to avoid the other aircraft.
 4. maintain the specified heading to comply with the regulations.
-

Question 23 (7.4)

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

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

Question 24 (7.7)

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

1. become airborne in the calm airspace between the vortices.
 2. taxi until past the rotation point of the large aircraft, then take off and remain below its climb path.
 3. 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.
 4. remain in ground effect until past the rotation point of the large aircraft.
-

Question 25 (7.8)

Wake turbulence is produced by

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

Question 26 (8.1)

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

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

Question 27 (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 recuperates more quickly as altitude is gained.
 2. A fatigued person must have food immediately before and during flight.
 3. Financial or family problems do not influence tolerance to fatigue.
 4. Fatigue slows reaction time and causes foolish inattentive errors.
-

Question 28 (8.7)

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

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

Question 29 (9.2)

The amount of fuel carried on board any propeller-driven aeroplane at the commencement of a day VFR flight must be sufficient, having regard to the meteorological conditions and foreseeable delays that are expected in flight, to fly to the destination aerodrome

1. and then fly for a period of 45 minutes at normal cruising speed.
 2. and then fly for a period of 30 minutes at normal cruising speed.
 3. then to a specified alternate and then for a period of 45 minutes at normal cruising speed.
 4. then to a specified alternate and then fly for a period of 30 minutes at normal cruising speed.
-

Question 30 (9.7)

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

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

Question 31 (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 32 (10.1)

An ATC instruction

1. is the same as an ATC clearance.
 2. must be complied with when received by the pilot providing the safety of the aircraft is not jeopardized.
 3. must be "read back" in full to the controller and confirmed before becoming effective.
 4. is in effect advice provided by ATC and does not require acceptance or formal acknowledgement by the pilot concerned.
-

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

Question 34 (10.6)

If all or part of an ATC clearance is unacceptable, a pilot should

1. refuse the clearance and inform ATC of the pilots intentions.
 2. comply as best as possible under the circumstances.
 3. refuse the clearance without giving a reason for refusal.
 4. acknowledge the clearance and read back only the acceptable parts.
-

Question 35 (11.4)

All accidental ELT activations should be reported to the

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

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 (11.11)

The ground idle blast danger area extends back from the tail of an executive jet aeroplane for

1. 600 feet.
 2. 750 feet.
 3. 200 feet.
 4. 450 feet.
-

Question 38 (11.14)

VDF steers are intended to provide directional assistance to VFR flights

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

Question 39 (12.1)

ADIZ rules normally apply

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

Question 40 (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 41 (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 42 (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. 8 hours.
 2. 12 hours.
 3. 24 hours.
 4. 36 hours.
-

Question 43 (12.9)

“Night” in Canada is that period of time between

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

Question 44 (12.20)

Low Level Airspace is defined as, all airspace

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

Question 45 (13.2)

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

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

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 (13.9)

An arriving VFR flight shall make initial radio contact with the control tower

1. upon entering an Aerodrome Traffic Zone.
 2. prior to entering a Control Zone.
 3. immediately prior to joining the circuit.
 4. immediately after entering a Control Zone.
-

Question 48 (14.1)

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

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

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		Question	1	2	3	4
1	(1.5)	.	.	.	X	26	(8.1)	.	.	X	.
2	(1.10)	.	X	.	.	27	(8.6)	.	.	.	X
3	(2.1)	.	.	.	X	28	(8.7)	X	.	.	.
4	(2.8)	.	.	.	X	29	(9.2)	.	X	.	.
5	(3.2)	.	X	.	.	30	(9.7)	.	.	.	X
6	(3.11)	.	.	.	X	31	(9.11)	X	.	.	.
7	(3.17)	.	.	.	X	32	(10.1)	.	X	.	.
8	(3.20)	X	.	.	.	33	(10.5)	.	X	.	.
9	(3.22)	X	.	.	.	34	(10.6)	X	.	.	.
10	(3.26)	X	.	.	.	35	(11.4)	X	.	.	.
11	(4.2)	.	.	.	X	36	(11.9)	.	X	.	.
12	(4.5)	.	X	.	.	37	(11.11)	.	.	X	.
13	(5.1)	X	.	.	.	38	(11.14)	X	.	.	.
14	(5.6)	.	.	.	X	39	(12.1)	.	.	X	.
15	(5.7)	X	.	.	.	40	(12.2)	X	.	.	.
16	(5.9)	X	.	.	.	41	(12.6)	.	X	.	.
17	(5.10)	.	X	.	.	42	(12.7)	.	X	.	.
18	(6.3)	.	.	X	.	43	(12.9)	.	.	X	.
19	(6.11)	.	.	X	.	44	(12.20)	.	.	X	.
20	(6.13)	.	.	.	X	45	(13.2)	.	.	X	.
21	(6.14)	.	X	.	.	46	(13.8)	.	.	.	X
22	(6.17)	X	.	.	.	47	(13.9)	.	X	.	.
23	(7.4)	.	.	.	X	48	(14.1)	.	.	.	X
24	(7.7)	.	.	X	.	49	(14.3)	.	X	.	.
25	(7.8)	.	.	X	.	50	(14.5)	.	.	.	X