PRE-SOLO TEST OF AIR REGULATIONS (PSTAR) PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. **When an arriving aircraft is cleared "to the circuit," what should the pilot do?**

   A. Join the circuit on the climb leg

   B. Join the circuit on the downwind leg

   C. Circle the airport until further instructed

   D. Make a straight-in landing

2. **When an aircraft is "cleared to the circuit" where a left-hand circuit is in effect, what turn can be made without further approval from ATC?**

   A. A full left turn to join final approach

   B. A left turn to join downwind leg

   C. A left turn to join the base leg

   D. A right turn to join crosswind or partial right turn to downwind leg

3. **What must a pilot do to taxi to the runway after being cleared without a hold short clearance?**

   A. Cross only one taxiway

   B. Cross two taxiways and one runway

   C. Remain on the taxiway until further instruction

   D. Start the takeoff process immediately

4. **What is the validity period for a Canadian Medical Certificate for a private pilot under 40 years of age?**

   A. 12 months

   B. 36 months

   C. 60 months

   D. 24 months

5. **What is the correct way for a light aircraft to approach landing behind a heavier aircraft?**

   A. Touch down directly after the heavier aircraft

   B. Landed well in advance of the heavier aircraft's touchdown

   C. Plan the approach beyond the touchdown point of the heavier aircraft

   D. Maintain a higher altitude until the heavier aircraft has landed

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6. What document provides evidence of aircraft registration?

A. Certificate of Registration

B. Technical log

C. Radio operator's certificate

D. Flight plan

7. Why is it important to ensure adequate fuel for VFR flights?

A. To avoid missing the destination

B. Due to potential adversities and delays expected in flight

C. To comply with regulations

D. To maintain aircraft performance

8. In a situation where two aircraft are converging at approximately the same altitude, who must give way?

A. The aircraft on the left

B. The aircraft with the other on its right

C. The higher altitude aircraft

D. The aircraft towing a glider

9. What is the recommended waiting period for a pilot who has had a local anaesthetic before flying?

A. 12 hours

B. 24 hours

C. 36 hours

D. 48 hours

10. What is the minimum flight visibility for a helicopter operating in uncontrolled airspace during the day?

A. 2 miles

B. 1 mile

C. 3 miles

D. 5 miles

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Answers

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1. B
2. D
3. B
4. C
5. C
6. A
7. B
8. B
9. B
10. B

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Explanations

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1. When an arriving aircraft is cleared "to the circuit," what should the pilot do?

A. Join the circuit on the climb leg

B. Join the circuit on the downwind leg

C. Circle the airport until further instructed

D. Make a straight-in landing

When an arriving aircraft is cleared "to the circuit," it means that the pilot is authorized to enter the traffic pattern established for the airport. The correct action for the pilot in this situation is to join the circuit on the downwind leg. This is because the downwind leg provides a safe and structured entry point into the traffic pattern, allowing for proper spacing and management of aircraft within the pattern. Joining on the downwind leg ensures that the pilot is positioned to make a left or right turn toward the base leg and final approach, following standard traffic pattern procedures. This method also allows the pilot to visually assess the positions of other aircraft in the circuit, facilitating safe integration into the pattern. Other options, while potentially relevant in different contexts, do not align with standard traffic pattern procedures. For instance, joining on the climb leg could lead to confusion and unsafe conditions, as it does not fit with the general flow of traffic in the pattern. Circling the airport until further instructed could create unnecessary congestion and is not a standard practice when the pilot has been given a clear instruction to join the circuit. Lastly, making a straight-in landing disregards established traffic patterns unless explicitly instructed by air traffic control, which could lead to safety issues if the pilot does not have

2. When an aircraft is "cleared to the circuit" where a left-hand circuit is in effect, what turn can be made without further approval from ATC?

A. A full left turn to join final approach

B. A left turn to join downwind leg

C. A left turn to join the base leg

D. A right turn to join crosswind or partial right turn to downwind leg

When an aircraft is "cleared to the circuit" in a left-hand circuit pattern, the standard for joining the traffic pattern is to use left turns. However, if a pilot wishes to make a right turn to crosswind or a partial right turn to join the downwind leg, this is permissible without needing further approval from ATC. This flexibility is based on the operational procedures for joining the circuit in a manner that maintains safety and efficiency. In situations where the circuit is primarily left-hand, the necessary communication with ATC ensures that all aircraft are aware of traffic patterns. By allowing a right turn to join either the crosswind or downwind leg, it accounts for various situational factors that may benefit from a non-standard maneuver while still prioritizing safety. The requirement for maintaining situational awareness and communication remains crucial, but the intent is to provide pilots with the ability to adapt to the circuit's dynamics without constantly needing to ask for permission for basic maneuvers that are safe and recognized within the operational framework.

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3. What must a pilot do to taxi to the runway after being cleared without a hold short clearance?

A. Cross only one taxiway

B. Cross two taxiways and one runway

C. Remain on the taxiway until further instruction

D. Start the takeoff process immediately

The requirement for a pilot to taxi to the runway after being cleared is contingent upon adhering to specific ground movement protocols, particularly concerning taxiway and runway crossings. When a pilot receives clearance to taxi, it implies permission to move towards the runway but does not include holding short of any specific locations unless explicitly stated. Crossing two taxiways and one runway signifies that the pilot has the appropriate clearance to continue without stopping. This is crucial for maintaining safety and ensuring that the pilot is following air traffic control instructions accurately. The nature of the clearance indicates that the pilot can proceed directly onto the runway after managing the necessary crossings, thereby streamlining operations at the airport. Understanding this procedure helps prevent misunderstandings about what is permissible under various clearances and contributes to overall flight safety and efficiency in airport operations. It's important for pilots to always remain aware of their surroundings and any potential traffic, even while following clearance instructions.

4. What is the validity period for a Canadian Medical Certificate for a private pilot under 40 years of age?

A. 12 months

B. 36 months

C. 60 months

D. 24 months

For a private pilot in Canada who is under 40 years of age, the validity period of a Medical Certificate is indeed 60 months, which is equivalent to five years. This regulation is established by Transport Canada, which oversees aviation medical standards. The rationale behind this longer validity period for younger pilots is based on the statistical understanding that younger individuals generally have a lower incidence of health issues that could impair their ability to fly safely. As a result, they may not require as frequent medical assessments compared to older pilots. This extended validity allows younger pilots continued access to flying privileges without the need for more frequent medical evaluations, promoting convenience while still ensuring safety standards are upheld. Understanding this helps aspiring pilots grasp the importance of maintaining not just their flying skills but also their health status according to regulatory standards.

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5. What is the correct way for a light aircraft to approach landing behind a heavier aircraft?

A. Touch down directly after the heavier aircraft

B. Landed well in advance of the heavier aircraft's touchdown

C. Plan the approach beyond the touchdown point of the heavier aircraft

D. Maintain a higher altitude until the heavier aircraft has landed

When a light aircraft approaches landing behind a heavier aircraft, it is essential to take wake turbulence into account. Heavy aircraft create significant wake turbulence that can be hazardous to smaller aircraft if they fly too close to the wake. The correct approach is to plan the landing such that the light aircraft touches down beyond the heavier aircraft's touchdown point. This ensures that the lighter aircraft is not caught in the wake turbulence, which tends to settle into the ground along the path of the heavier aircraft. By planning the approach to land beyond the heavier aircraft's touchdown point, the light aircraft increases safety by effectively avoiding the turbulence that could affect control during the landing process. Understanding the dynamics of wake turbulence and how it disperses is crucial for ensuring safe operations, particularly in a mixed traffic environment where aircraft of varying sizes are operating in close proximity. This method demonstrates an awareness of the nuances involved in aircraft operations and a commitment to safety in aviation practices.

6. What document provides evidence of aircraft registration?

A. Certificate of Registration

B. Technical log

C. Radio operator's certificate

D. Flight plan

The document that provides evidence of aircraft registration is the Certificate of Registration. This certificate is officially issued by the aviation authority of the country in which the aircraft is registered. It contains specific details about the aircraft, including its make, model, serial number, and the name of the registered owner. This document is crucial because it serves as legal proof that the aircraft is registered and complies with the necessary regulations. In contrast, the technical log is used for recording details about the aircraft's maintenance and flight operations, but it does not serve to confirm registration status. A radio operator's certificate is related to the operation of radio communication equipment on board the aircraft, and it does not pertain to the aircraft's registration. Similarly, a flight plan is a document that pilots file with air traffic control regarding their intended route of flight, but it also does not provide any evidence of the aircraft's registered status. Hence, the Certificate of Registration is the clear and definitive choice for evidence of aircraft registration.

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7. Why is it important to ensure adequate fuel for VFR flights?

A. To avoid missing the destination

B. Due to potential adversities and delays expected in flight

C. To comply with regulations

D. To maintain aircraft performance

Ensuring adequate fuel for VFR (Visual Flight Rules) flights is fundamentally connected to managing potential adversities and delays during the flight. When flying VFR, pilots may encounter unexpected changes in weather, airspace congestion, or the need to divert to an alternate airport. These situations can consume additional fuel and time, meaning that proper fuel planning is essential to mitigate risks associated with these challenges. Having enough fuel helps ensure that the pilot can handle unforeseen circumstances without the pressure of fuel shortages. This includes diverting to a different airport if the intended destination is not accessible or having enough reserve fuel to account for holding patterns or longer routes due to air traffic control instructions. Inadequate fuel reserves could lead to emergencies, compromising safety. While complying with regulations, maintaining aircraft performance, and avoiding missing a destination are all important aspects of flight planning, the critical reason behind ensuring adequate fuel is about the pilot's ability to effectively respond to and manage the unpredictable nature of flying. By prioritizing fuel adequacy, a pilot can uphold safety and operational integrity throughout the flight, allowing for fluid adjustments as circumstances change.

8. In a situation where two aircraft are converging at approximately the same altitude, who must give way?

A. The aircraft on the left

B. The aircraft with the other on its right

C. The higher altitude aircraft

D. The aircraft towing a glider

In aviation, when two aircraft are converging at approximately the same altitude, the basic rule is that the aircraft with another on its right must give way. This is rooted in the principles of right-of-way regulations outlined in aviation rules, which aim to prevent mid-air collisions and ensure safety in shared airspace. When two aircraft approach each other, the one that sees another aircraft to its right has the responsibility to yield. This establishes a clear protocol for pilots, promoting predictable actions in potentially conflicting situations. The rule is designed to provide consistency and clarity in maneuvering, helping pilots make safe decisions quickly without confusion. In this context, the other options do not apply in this scenario: - The aircraft on the left does not automatically have the right-of-way based on position alone. - The higher altitude aircraft does not have a definitive advantage in this situation, as altitude considerations are typically secondary to the priority of the aircraft's respective positions. - The aircraft towing a glider has specific rules regarding right-of-way but is not directly relevant in the context of two converging aircraft at the same altitude without other factors. Thus, the obligation to give way falls on the aircraft that has the other on its right, making this the correct interpretation of the right-of

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9. What is the recommended waiting period for a pilot who has had a local anaesthetic before flying?

A. 12 hours

B. 24 hours

C. 36 hours

D. 48 hours

The recommended waiting period for a pilot who has had a local anaesthetic before flying is 24 hours. This guideline is in place primarily to ensure the pilot's safety and the safety of others during flight operations. Local anaesthetics can temporarily impair certain physical or mental functions, even if the pilot feels fine after the procedure. The 24-hour waiting period provides a margin of safety to account for any potential lingering effects, ensuring the pilot can fully assess their ability to perform necessary tasks and respond to any in-flight situations. In aviation, it is crucial that pilots operate under optimal conditions, and adherence to this waiting period reflects the commitment to safety and responsibility inherent in flying. Understanding the implications of anaesthetics on cognitive and motor skills is part of a pilot's training, reinforcing the importance of waiting until any possible side effects have completely worn off before taking to the skies.

10. What is the minimum flight visibility for a helicopter operating in uncontrolled airspace during the day?

A. 2 miles

B. 1 mile

C. 3 miles

D. 5 miles

For helicopters operating in uncontrolled airspace during the day, the minimum flight visibility requirement is set at 1 mile. This regulation is established to ensure that pilots can maintain visual separation from other aircraft, navigate effectively, and avoid obstacles while flying. The 1-mile visibility standard allows for adequate situational awareness, especially given the lower speeds and maneuverability of helicopters. This provision is specifically tailored to the operational capabilities and requirements of helicopters, which often fly at lower altitudes and may operate in areas with less traffic than larger aircraft. In uncontrolled airspace, where traffic is not as tightly regulated, having this minimum visibility helps facilitate safer operations while allowing pilots to take advantage of the unique capabilities offered by helicopters, such as hovering and vertical takeoff and landing.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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