FIA ADMISSION | WORLD STUDENT PILOT

FIA PILOT® ASIA ADMISSION 2027

PSTAR EXAM PRACTICE

Student Pilot Admission Preparation Material



FIA PILOT® | Admission & Selection Process 2027

1. Online Application & Payment
Applications for FIA PILOT® Student Pilot Admission 2027 are open from 31 October to 15 December 2026.
Candidates must complete the official online application form and pay the required admission examination fee through **www.fiapilot.com**
The admission fee covers participation in the written examination and oral interview selection process, subject to eligibility and examination results.

2. Online Written Admission Examination
All eligible candidates must complete the online written admission examination scheduled for 9 January 2027.
The examination consists of 100 multiple-choice questions, conducted in English and based on aviation knowledge aligned with Transport Canada Private Pilot Licence (PPL) standards.

- Examination format: Online
- Total questions: 100 multiple-choice questions
- Examination duration: 120 minutes
- Minimum passing score: 60% overall
- Written examination results: 18 January 2027

3. Oral Examination & Interview
Candidates who successfully pass the written admission examination will be eligible to proceed to the oral examination and interview, scheduled for 23–24 January 2027.
The assessment evaluates candidates across three key areas:

- Aptitude and pilot suitability assessment
- Personal interview
- Motivation and commitment review

Candidates may attend their interviews online via Zoom or in person at Thammasat University, Thailand.

4. Announcement of Final Selection Results
The final selection results will be officially announced on 27 January 2027.
Candidates may access official announcements and further admission instructions through the FIA PILOT® website at **www.fiapilot.com**

5. Aviation Medical Examination
Selected candidates must undergo the required aviation medical examination to determine their eligibility for professional pilot training.
Candidates must meet the applicable Transport Canada Category 1 Medical Certificate requirements before proceeding with flight training.
Medical examination arrangements are expected to take place between February and March 2027.

6. Offer, Enrollment & Visa Preparation
Candidates who successfully complete the required selection and medical assessment stages will proceed to the enrollment process.
This stage includes:

- Receiving an official offer letter
- Confirming acceptance and paying the required enrollment deposit
- Completing enrollment documentation
- Preparing study permit and visa applications
- Arranging international travel and pre-departure requirements

Enrollment and related preparations are expected to take place during the first half of 2027.

7. Departure & Professional Flight Training in Canada
Following completion of enrollment and approval of the necessary immigration documentation, students will travel to Canada to begin professional flight training at an approved FIA PILOT® partner flight school.
The planned arrival and training commencement period is July–December 2027.
The professional pilot training pathway includes:

- Private Pilot Licence (PPL)
- Commercial Pilot Licence (CPL)
- Flight Instructor Rating (FIR)

The estimated total training duration is 2–2.5 years, depending on individual progress, training availability, and applicable requirements.

FIA PILOT® provides an international student pilot admission and selection pathway for aspiring pilots across Asia.
Through its structured admission system, FIA PILOT® coordinates candidate assessments, selection procedures, enrollment support, and international flight training arrangements with its partner institutions.

The 2027 admission round is open to eligible applicants across Asia, including candidates with no previous flight experience.
The programme is self-funded and does not provide scholarships. All selected candidates are responsible for applicable admission, enrollment, and flight training costs. For official admission information, visit **www.fiapilot.com**

FIA PILOT® | Question Structure Framework

Written Admission Examination 2027
Examination Date: 9 January 2027
Examination Format: Online Multiple-Choice Examination
Examination Language: English

Total Questions: 100
Time Limit: 120 Minutes (2 Hours)
Passing Score: 60% Overall
Target Candidates: Aspiring student pilots, including beginners with no previous aviation experience.

Examination Standard: Aviation knowledge based on Transport Canada Private Pilot License (PPL) standards.
Part 1 : Communication & Radio
60 Questions
- ROC-A : Restricted Operator Certificate with Aeronautical Qualification: 25 Questions
- PSTAR : Pre-Solo Test on Air Regulations: 25 Questions
- ALPD : Aviation Language Proficiency Demonstration 10 Questions

Part 2 : Aviation Knowledge
40 Questions
- Air Law: 20 Questions
- Navigation: 5 Questions
- Meteorology: 5 Questions
- Aeronautics & General Knowledge: 10 Questions

Answer Key & Scoring Framework
- Total assessed questions: 100
- Question format: Multiple choice, with one correct answer per question
- Minimum passing requirement: 60% overall
- Written examination results: 18 January 2027
- Candidates who meet the passing requirement will be eligible to proceed to the oral examination and interview.

Important: The written examination consists entirely of multiple-choice questions. No additional written-response section is included in the 2027 examination structure.The admission examination is designed to assess candidates' foundational aviation knowledge and readiness to proceed to the next stage of international pilot selection.

FIA PILOT® PSTAR EXAM PRACTICE 2027

SECTION 1: COLLISION AVOIDANCE (10 QUESTIONS)

Q1. Two single-engine airplanes are approaching each other on converging flight paths at approximately the same altitude. The pilot of Aircraft A observes Aircraft B approaching from the right. Which aircraft is required to give way?
A) Aircraft B, because it is approaching from the right.
B) Aircraft A, because the other aircraft is on its right.
C) Both aircraft, by immediately descending.
D) Neither aircraft, provided both maintain their current headings.

Q2. Two aircraft are approaching each other nearly head-on at the same altitude, creating a risk of collision. According to Canadian aviation right-of-way regulations, what action is required?
A) Both aircraft should turn to the left.
B) The faster aircraft should climb above the other.
C) One aircraft should descend while the other maintains altitude.
D) Each aircraft must alter its heading to the right.

Q3. During a cross-country flight, a faster aeroplane approaches a slower aircraft from behind and intends to overtake it. Which statement correctly describes the right-of-way requirement?
A) The overtaking aircraft must give way by altering its heading to the right and remain clear until the overtaking manoeuvre is complete.
B) The slower aircraft must change its heading to allow the faster aircraft to pass.
C) The faster aircraft automatically has priority because it is travelling at a higher airspeed.
D) Both aircraft have equal priority as long as they maintain the same altitude.

Q4. A powered aeroplane and a glider are converging at approximately the same altitude. Which aircraft has the right of way under Canadian aviation regulations?
A) The powered aeroplane, because it has an engine.
B) The aircraft travelling at the lower airspeed.
C) The glider, because powered heavier-than-air aircraft must give way to gliders.
D) The aircraft operating at the higher altitude.

Q5. A glider and a balloon are operating at approximately the same altitude on converging flight paths. Which statement correctly describes their right-of-way relationship?
A) The balloon must give way because it is less maneuverable.
B) The glider must give way to the balloon.
C) Both aircraft must turn to the right.
D) The glider has priority because it is travelling at a higher airspeed.

Q6. A powered aeroplane towing a glider is approaching another powered airplane at approximately the same altitude. Which aircraft is required to give way?
A) The aeroplane towing the glider, because it is operating with an additional aircraft.
B) Both aircraft, regardless of their relative positions.
C) The aeroplane flying at the lower airspeed.
D) The other powered aeroplane, because the towing aircraft has right-of-way priority.

Q7. Two aeroplanes are approaching an aerodrome with the intention of landing. Aircraft A is flying at 3,000 feet, while Aircraft B is approaching at 2,500 feet. Neither aircraft is overtaking or cutting in front of the other. Which statement is correct?
A) Aircraft A must give way to Aircraft B because Aircraft B is at the lower altitude.
B) Aircraft B must give way because Aircraft A is at a higher altitude.
C) Aircraft A automatically has priority because it is closer to the normal circuit altitude.
D) Both aircraft have equal landing priority regardless of altitude.

Q8. An aeroplane is taxiing near an active runway while another aircraft is approaching to land. Which statement correctly describes the applicable right-of-way rule?
A) The taxiing aeroplane has priority because it is already on the aerodrome surface.
B) The landing aircraft must give way to all aircraft moving on the ground.
C) The taxiing aeroplane must give way to the aircraft that is landing or about to land.
D) Both aircraft have equal priority unless ATC issues a specific instruction.

Q9. An aeroplane has the right of way over another aircraft under normal converging-traffic rules. However, its pilot recognizes that a collision may occur if both aircraft maintain their flight paths. What does Canadian aviation law require?
A) Maintain the current flight path because the aircraft legally has priority.
B) Take whatever action is necessary to avoid a collision, despite having the right of way.
C) Wait until the other aircraft changes direction before taking any action.
D) Continue flying normally unless ATC issues a collision avoidance instruction.

Q10. During a flight, a pilot becomes aware that another aircraft nearby is experiencing an emergency. Under Canadian right-of-way regulations, which statement is correct?
A) The aircraft experiencing the emergency must follow the normal right-of-way rules without exception.
B) The aircraft travelling at the higher airspeed always retains priority.
C) Only ATC can authorize another aircraft to give way to the emergency aircraft.
D) A pilot who is aware of another aircraft's emergency must give way to that aircraft.

ANSWER KEY

SECTION 1: COLLISION AVOIDANCE (10 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: D, Q7: A, Q8: C, Q9: B, Q10: D

ANSWER EXPLANATIONS

Q1: CONVERGING AIRCRAFT: When two aircraft are converging at approximately the same altitude, the aircraft that has the other aircraft on its right must give way, subject to specific aircraft-category exceptions. In this situation, Aircraft A must yield to Aircraft B.

Q2: HEAD-ON APPROACH: When two aircraft approach each other head-on or nearly head-on and there is a risk of collision, both pilots are required to alter their headings to the right. This provides a common and predictable method of avoiding conflicting flight paths.

Q3: OVERTAKING AIRCRAFT: An aircraft being overtaken has the right of way. The overtaking aircraft must give way by altering its heading to the right, regardless of whether it is climbing, descending, or maintaining level flight. This obligation continues until the overtaking aircraft has completely passed and is clear.

Q4: GLIDER RIGHT OF WAY: Powered heavier-than-air aircraft must give way to gliders when converging at approximately the same altitude. This rule recognizes the different operating and manoeuvring capabilities of powered and unpowered aircraft.

Q5: BALLOON PRIORITY: Under Canadian aviation regulations, gliders must give way to balloons when their flight paths converge at approximately the same altitude. Balloons receive priority because of their limited ability to manoeuvre compared with gliders.

Q6: AIRCRAFT TOWING GLIDERS: A powered aircraft must give way to an aircraft observed towing a glider or another object. The towing operation imposes additional maneuvering limitations, and the applicable right-of-way rules provide priority to the towing aircraft over other powered aircraft.

Q7: LANDING PRIORITY: When two aircraft are approaching an aerodrome for landing, the aircraft at the higher altitude must give way to the aircraft at the lower altitude. However, the lower aircraft must not use this priority to overtake or cut in front of an aircraft that is already in the final stages of its approach.

Q8: LANDING AIRCRAFT RIGHT OF WAY: An aircraft operating in flight or manoeuvring on the ground must give way to an aircraft that is landing or about to land. This requirement helps maintain separation between aircraft conducting surface movements and those completing a landing.

Q9: COLLISION AVOIDANCE RESPONSIBILITY: Having the right of way does not remove a pilot's responsibility to prevent a collision. If a risk of collision exists, the pilot-in-command must take the action necessary to avoid it, regardless of which aircraft would normally have priority.

Q10: EMERGENCY AIRCRAFT PRIORITY: When a pilot-in-command becomes aware that another aircraft is experiencing an emergency, the pilot must give way to that aircraft. This obligation takes precedence over the normal right-of-way provisions to support safe handling of the emergency.

REFERENCES

- Transport Canada : PSTAR Study and Reference Guide, TP 11919, Section 1.0: Collision Avoidance
- Canadian Aviation Regulations (CARs), Section 602.19: Right of Way
- Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services

FIA PILOT® | PSTAR–Exam Practice 2027

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FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 2: VISUAL SIGNALS (8 QUESTIONS)

Q1. A control tower directs a series of flashing green lights toward an aircraft. Which statement correctly identifies the meaning of this signal for an aircraft in flight and an aircraft on the ground?
A) In flight: Cleared to land. On the ground: Cleared for takeoff.
B) In flight: Continue circling. On the ground: Stop immediately.
C) In flight: Return for landing. On the ground: Cleared to taxi.
D) In flight: Aerodrome unsafe. On the ground: Taxi clear of the runway.

Q2. During operations at a controlled aerodrome, a pilot observes a steady red light directed toward the aircraft from the control tower. What does this signal indicate?
A) In flight: Give way to other aircraft and continue circling. On the ground: Stop.
B) In flight: Return for landing. On the ground: Return to the starting point.
C) In flight: Cleared to land. On the ground: Hold position until departure.
D) In flight: Aerodrome unsafe. On the ground: Taxi clear of the landing area.

Q3. A pilot notices a series of flashing red lights transmitted from the control tower. Which interpretation correctly describes this signal?
A) In flight: Continue the approach. On the ground: Hold position.
B) In flight: Return for landing. On the ground: Cleared to taxi.
C) In flight: Give way and continue circling. On the ground: Stop.
D) In flight: Aerodrome unsafe; do not land. On the ground: Taxi clear of the landing area or runway in use.

Q4. An aircraft receives a steady green light signal from the control tower. Which statement correctly distinguishes its meaning in flight from its meaning on the ground?
A) In flight: Return for landing. On the ground: Cleared to taxi.
B) In flight: Cleared to land. On the ground: Cleared for takeoff.
C) In flight: Continue circling. On the ground: Cleared to taxi.
D) In flight: Cleared to land. On the ground: Return to the starting point.

Q5. An aircraft operating on the manoeuvring area of an aerodrome receives a flashing white light from the control tower. What does this visual signal mean?
A) The aircraft must stop immediately and await further instructions.
B) The aircraft must taxi clear of the landing area in use.
C) The aircraft must return to its starting point on the aerodrome.
D) The aircraft has been cleared to continue taxiing toward the runway.

Q6. Airport maintenance personnel are working near an active runway when the runway lights begin blinking. According to Canadian aviation procedures, what does this signal advise vehicles and pedestrians to do?
A) Remain in their current positions until further instructions are received.
B) Continue their activities while monitoring aircraft movements.
C) Proceed toward the nearest taxiway and await further authorization.
D) Vacate the active runway immediately.

Q7. During a VFR flight over a rural area in Canada, a pilot observes chrome yellow and black stripes painted on pylons near a group of buildings. What do these markings identify?
A) An area designated for military weapons training.
B) A location where mining or blasting operations are conducted.
C) A fur farm where low-flying aircraft may disturb sensitive animals.
D) A restricted aerodrome used exclusively for agricultural aircraft.

Q8. During a cross-country flight over northern Canada, a pilot observes a herd of caribou below the aircraft. According to Transport Canada PSTAR guidance, pilots should avoid overflying reindeer or caribou below which altitude?
A) 1,000 feet above ground level (AGL).
B) 2,000 feet above ground level (AGL).
C) 1,500 feet above ground level (AGL).
D) 2,500 feet above ground level (AGL).

ANSWER KEY

SECTION 2: VISUAL SIGNALS (8 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: D, Q7: C, Q8: B

ANSWER EXPLANATIONS

Q1: FLASHING GREEN LIGHT: A series of flashing green lights has different meanings depending on whether the aircraft is airborne or on the ground. For an aircraft in flight, it means return for landing, with a steady green landing clearance to follow at the appropriate time. For an aircraft on the ground, it means cleared to taxi.

Q2: STEADY RED LIGHT: A steady red light instructs an aircraft in flight to give way to other aircraft and continue circling. For an aircraft on the ground, the same signal means stop. The pilot must not proceed until further authorization is received.

Q3: FLASHING RED LIGHT: A series of flashing red lights indicates that the aerodrome is unsafe for an aircraft in flight and that landing must not be attempted. For an aircraft on the ground, the signal instructs the pilot to taxi clear of the landing area or runway in use.

Q4: STEADY GREEN LIGHT: A steady green light directed toward an aircraft in flight indicates clearance to land. When directed toward an aircraft on the ground, it indicates clearance for takeoff. The interpretation depends on the aircraft's operational position.

Q5: FLASHING WHITE LIGHT: A flashing white light directed toward an aircraft on the manoeuvring area instructs the pilot to return to the starting point on the aerodrome. It does not authorize taxiing toward the runway or departure.

Q6: BLINKING RUNWAY LIGHTS: Blinking runway lights are used to advise vehicles and pedestrians to vacate the active runway immediately. The signal helps communicate an urgent runway-clearing requirement to ground personnel.

Q7: FUR FARM IDENTIFICATION: Chrome yellow and black stripes painted on pylons or building roofs may identify fur farms in Canada. Low-flying aircraft can disturb sensitive animals and cause significant disruption. Pilots should recognize these markings and avoid unnecessary low-altitude overflight.

Q8: WILDLIFE PROTECTION: Transport Canada guidance advises pilots not to overfly reindeer or caribou at altitudes below 2,000 feet AGL. Maintaining sufficient altitude helps reduce aircraft noise disturbance and protects wildlife from unnecessary stress.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Section 2.0: Visual Signals**
- **Transport Canada Aeronautical Information Manual (TC AIM 2026), RAC 4.2.11: Visual Signals to Aircraft on the Ground**
- **Transport Canada Aeronautical Information Manual (TC AIM 2026), RAC 4.4.7: Visual Signals to Aircraft in Flight**
- **Transport Canada Aeronautical Information Manual, GEN 1.10: Conservation, Fur Farms and Protection of Wildlife**

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FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 3: COMMUNICATION (29 QUESTIONS)

Q1. A pilot is preparing to establish initial radio contact with a Canadian ATC unit while operating a Cessna 172 registered C-GMNT. Which aircraft identification is appropriate?
A) "Cessna Charlie Golf Mike November Tango."
B) "Cessna Mike November Tango."
C) "Cessna Golf Mike November Tango."
D) "Cessna Tango November Mike Golf."

Q2. During initial radio communication, the pilot of an aircraft registered C-FJRP must pronounce the registration using the standard aviation phonetic alphabet. Which transmission is correct?
A) "Foxtrot Juliett Romeo Papa."
B) "Foxtrot Juliett Robert Papa."
C) "Charlie Foxtrot Juliett Romeo Papa."
D) "Foxtrot Juliett Romeo Quebec."

Q3. A Canadian privately registered aircraft has established radio contact with an ATS unit. Under what condition may the pilot use an abbreviated aircraft identification in subsequent transmissions?
A) Whenever the pilot considers the frequency too congested.
B) After the pilot has transmitted the full registration once.
C) Whenever the aircraft is operating outside controlled airspace.
D) When the ATS unit has initiated the abbreviated call sign.

Q4. When making initial radio contact with a Canadian ATS unit, which combination of information normally identifies a privately registered aircraft correctly?
A) The last three registration letters without the aircraft type.
B) The aircraft manufacturer or type followed by the last four registration letters in phonetics.
C) The aircraft registration spoken as one continuous word.
D) The aircraft type followed by only the final two registration letters.

Q5. A controlled aerodrome provides Automatic Terminal Information Service (ATIS). What is the primary operational purpose of this service?
A) To replace all communication between pilots and the control tower.
B) To issue individual takeoff and landing clearances automatically.
C) To reduce radio-frequency congestion by broadcasting routine operational information.
D) To provide weather information exclusively during instrument meteorological conditions.

Q6. A pilot has listened to the current ATIS broadcast identified as Information Hotel. Which information should normally be included when establishing initial contact with ATC?
A) The phrase "Weather information received."
B) The current ATIS identifier, "Information Hotel."
C) The phrase "All airport information confirmed."
D) The complete ATIS broadcast repeated to the controller.

Q7. A pilot is conducting a VFR cross-country flight through uncontrolled Canadian airspace. When practical and not communicating on an MF or ATF, which frequency should the pilot monitor along with the emergency frequency of 121.5 MHz?
A) 126.7 MHz.
B) 122.2 MHz.
C) 121.9 MHz.
D) 123.45 MHz.

Q8. During an en-route flight, a pilot wishes to maintain a listening watch for aircraft transmitting distress calls. Which frequency is designated as the international aeronautical VHF emergency frequency?
A) 122.8 MHz.
B) 126.7 MHz.
C) 123.2 MHz.
D) 121.5 MHz.

Q9. Before flying to an uncontrolled Canadian aerodrome with a Mandatory Frequency (MF) area, a student pilot needs to identify the published communication frequency and the applicable distance and altitude limits. Which publication should be consulted?
A) The aircraft's Pilot Operating Handbook.
B) The Canada Flight Supplement or Canada Water Aerodrome Supplement.
C) The Canadian Aviation Regulations licensing standards only.
D) The aircraft maintenance schedule.

Q10. A pilot is approaching an uncontrolled aerodrome where an MF is designated but no ground station is operating. To whom should the pilot direct the required traffic broadcast?
A) The nearest international flight information centre.
B) The first aircraft responding on the frequency.
C) The aerodrome traffic.
D) The nearest controlled airport's tower.

FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 3: COMMUNICATION (29 QUESTIONS)

Q16. An aircraft is flying westbound when ATC advises: "Traffic two o'clock, four miles, eastbound." What does the clock position indicate?
A) The reported traffic is approximately 60 degrees to the aircraft's right.
B) The reported traffic is approximately 60 degrees to the aircraft's left.
C) The reported traffic is directly behind the aircraft.
D) The reported traffic is approximately 90 degrees to the aircraft's right.

Q17. A controller issues a landing clearance with an instruction to turn off at the first available taxiway. After landing, the pilot determines that using the first exit would be unsafe because of the aircraft's speed. Which statement best reflects the pilot's responsibility?
A) The pilot must use the first exit regardless of safety considerations.
B) The pilot must stop on the runway and request permission to reverse direction.
C) The pilot should use the nearest exit that can be taken safely and advise ATC as appropriate.
D) The pilot must cancel the landing clearance after touchdown.

Q18. Which international radiotelephony signal identifies a distress situation involving grave and imminent danger requiring immediate assistance?
A) "PAN PAN, PAN PAN, PAN PAN."
B) "MAYDAY, MAYDAY, MAYDAY."
C) "SECURITY, SECURITY, SECURITY."
D) "PRIORITY, PRIORITY, PRIORITY."

Q19. A pilot needs to communicate a situation affecting flight safety that requires urgent attention but does not involve immediate danger requiring assistance. Which international urgency signal is appropriate?
A) "MAYDAY, MAYDAY, MAYDAY."
B) "ROGER, ROGER, ROGER."
C) "STANDBY, STANDBY, STANDBY."
D) "PAN PAN, PAN PAN, PAN PAN."

Q20. A distress situation has ended, and the station controlling the distress traffic is notifying other stations that normal radio communications may resume. Which standard expression indicates that distress-related radio silence has ended?
A) "SEELONCE FEENEE."
B) "SEELONCE MAYDAY."
C) "MAYDAY RELAY."
D) "WORDS TWICE."

Q21. A VFR aircraft departs a controlled airport and remains in communication with the control tower. Unless otherwise instructed, when is the aircraft normally expected to leave the tower frequency?
A) Immediately after the aircraft becomes airborne.
B) After the aircraft is clear of the control zone.
C) When the aircraft reaches 1,000 feet above ground level.
D) After the aircraft has been airborne for five minutes.

Q22. A pilot reports being established on the downwind leg at a controlled airport where other aircraft are operating in the circuit. What information or instruction should the pilot normally expect from ATC?
A) An automatic clearance to land without further sequencing information.
B) A requirement to leave the control zone immediately.
C) Information about the aircraft's position in the landing sequence or other appropriate instructions.
D) Authorization to select any available runway.

Q23. At a controlled airport, ATC transmits: "C-GABC, cleared to land runway two seven." According to the acknowledgment procedure tested in the Transport Canada PSTAR guide, which response is an acceptable concise acknowledgment of the landing clearance?
A) "C-GABC."
B) "Roger only."
C) Three microphone clicks without speaking.
D) No acknowledgment is necessary.

Q24. A pilot wishes to establish initial radio communication with the Flight Service Station serving Timmins. Which ground-station identification is appropriate?
A) "Timmins Ground."
B) "Timmins UNICOM."
C) "Timmins Flight Control."
D) "Timmins Radio."

Q25. A pilot contacts a Canadian Flight Information Centre (FIC) while preparing for a cross-country flight. Which service is normally available through the FIC?
A) Issuing takeoff and landing clearances at controlled airports.
B) Providing flight planning and related flight information services.
C) Controlling aircraft separation within terminal control areas.
D) Authorizing aircraft maintenance releases.

FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 3: COMMUNICATION (29 QUESTIONS)

Q26. Before departure, a pilot needs to check for current NOTAMs affecting the planned route and destination. Which source can provide access to Canadian NOTAM information?
A) Aircraft manufacturers' technical bulletins exclusively.
B) The aircraft's registration certificate.
C) Canadian Flight Information Centres and the applicable aeronautical information services.
D) The pilot's personal flight training record.

Q27. A newly issued Canadian NOTAM specifies a definite end time without the abbreviation "EST." Assuming it is not cancelled or replaced earlier, when does the NOTAM cease to be valid?
A) At the published end time.
B) Exactly 24 hours after publication.
C) At the end of the calendar day on which it was issued.
D) Only after the aerodrome operator provides verbal confirmation.

Q28. A Canadian NOTAM contains the abbreviation "EST" in its end-time field. What does this indicate about its validity?
A) The NOTAM automatically expires at the estimated time.
B) The NOTAM is valid for exactly 48 hours after publication.
C) The NOTAM is valid only during daylight hours.
D) The NOTAM remains effective until it is cancelled or replaced by another NOTAM.

Q29. During a radio communication check, a ground station reports that an aircraft's transmission has a readability rating of three. What does this rating mean?
A) The transmission is perfectly readable.
B) The transmission is readable with difficulty.
C) The transmission is readable without difficulty.
D) The transmission is completely unreadable.

ANSWER KEY

SECTION 3: COMMUNICATIONS (29 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: B, Q7: A, Q8: D, Q9: B, Q10: C, Q11: D, Q12: A, Q13: C, Q14: B, Q15: D, Q16: A, Q17: C, Q18: B, Q19: D, Q20: A, Q21: B, Q22: C, Q23: A, Q24: D, Q25: B, Q26: C, Q27: A, Q28: D, Q29: B

ANSWER EXPLANATIONS

Q1: INITIAL AIRCRAFT IDENTIFICATION: For initial contact with a Canadian ATC unit, a privately registered aircraft normally uses its manufacturer or aircraft type followed by the last four registration letters expressed phonetically. For C-GMNT, the appropriate identification is "Cessna Golf Mike November Tango."

Q2: PHONETIC ALPHABET: Aviation radiotelephony uses the internationally recognized phonetic alphabet to identify individual letters clearly. For registration C-FJRP, the last four letters are pronounced "Foxtrot Juliett Romeo Papa."
Q3: ABBREVIATED CALL SIGNS: Once communication has been established, an ATS unit may initiate the use of an abbreviated aircraft call sign. Pilots should not independently shorten their identification before the abbreviation has been initiated by ATS.

Q4: INITIAL RADIO CONTACT: Initial aircraft identification normally includes the manufacturer or aircraft type and the last four letters of the Canadian registration in phonetics. This helps the receiving ATS unit identify the correct aircraft and prevents confusion between similar registrations.

Q5: AUTOMATIC TERMINAL INFORMATION SERVICE: ATIS provides continuously updated routine aerodrome and operational information through recorded broadcasts. Its primary purpose is to reduce congestion on ATC communication frequencies by minimizing repeated transmissions of routine information.

Q6: ATIS IDENTIFICATION: ATIS broadcasts are identified by phonetic letters such as Alpha, Bravo, Charlie, and Hotel. Pilots should advise ATC of the current information identifier they have received so the controller can determine whether the pilot possesses the latest broadcast information.

Q7: EN-ROUTE COMMUNICATION FREQUENCY: In Canadian uncontrolled airspace, pilots operating VFR should monitor 126.7 MHz and the international emergency frequency of 121.5 MHz when practical and when not communicating on an applicable MF or ATF.

Q8: INTERNATIONAL EMERGENCY FREQUENCY: The frequency 121.5 MHz is the international aeronautical VHF emergency frequency. It is used for distress and urgency communications when necessary and supports communication with stations or aircraft that may be able to assist.

Q9: CANADA FLIGHT SUPPLEMENT: The Canada Flight Supplement (CFS) and Canada Water Aerodrome Supplement (CWAS) contain published aerodrome information, including designated frequencies and applicable MF operating requirements. These publications help pilots identify communication procedures associated with individual aerodromes.

Q10: MANDATORY FREQUENCY BROADCAST: When operating within an MF area without an operating ground station, pilots direct the required radio broadcasts to "aerodrome traffic." This allows other aircraft operating nearby to receive relevant traffic information.

Q11: AERODROME TRAFFIC FREQUENCY: At a Canadian aerodrome where no specific ATF or UNICOM frequency is published, 123.2 MHz is the standard common aerodrome traffic frequency. Pilots use the applicable frequency to broadcast their position and intentions in accordance with the relevant procedures.

Q12: MF MONITORING REQUIREMENT: Pilots departing VFR from an aerodrome within an MF area must normally continue monitoring the designated frequency until beyond the published MF distance or altitude limits. These limits are established for the individual aerodrome.

Q13: RUNWAY CROSSING AUTHORIZATION: A taxi clearance does not automatically authorize an aircraft to cross an intervening runway. The pilot must obtain the necessary runway-crossing clearance before crossing that runway.

Q14: HOLD-SHORT READBACK: A hold-short instruction must be acknowledged accurately, including the relevant runway identification. Repeating "hold short runway zero four" confirms the runway restriction and helps prevent misunderstanding.

Q15: IMMEDIATE TAKEOFF CLEARANCE: An accepted immediate takeoff clearance means that the aircraft is expected to proceed onto the runway and depart without unnecessary delay. A pilot who cannot comply should advise ATC rather than accept a clearance that cannot be safely followed.

Q16: TRAFFIC POSITION REPORT: ATC traffic advisories commonly use a clock-reference system to identify the relative direction of another aircraft. A position of two o'clock indicates traffic approximately 60 degrees to the right of the aircraft's forward direction.

Q17: SAFE RUNWAY EXIT: An ATC instruction to use a particular runway exit does not require a pilot to perform an unsafe manoeuvre. The pilot should select an exit that can be used safely and communicate the situation to ATC when appropriate.

ANSWER KEY

SECTION 3: COMMUNICATIONS (29 QUESTIONS)

Q18: DISTRESS COMMUNICATION: "MAYDAY" is the international radiotelephony distress signal. It is used when an aircraft, vehicle, or person is threatened by grave and imminent danger and requires immediate assistance.

Q19: URGENCY COMMUNICATION: "PAN PAN" is the international radiotelephony urgency signal. It identifies a situation affecting safety that requires urgent attention but does not meet the conditions for a distress call requiring immediate assistance.

Q20: CANCELLATION OF DISTRESS: "SEELONCE FEENEE" is the standard expression used to indicate that distress-related radio silence has ended. It is included in the appropriate cancellation message issued by the station controlling the distress communications.

Q21: RELEASE FROM TOWER FREQUENCY: A departing VFR aircraft normally remains on the tower frequency until clear of the control zone unless ATC provides different instructions. This maintains communication with the controller while the aircraft is operating within the applicable controlled area.

Q22: APPROACH SEQUENCING: When a pilot reports on the downwind leg at a controlled airport with other circuit traffic, ATC normally advises the aircraft of its landing sequence or provides other appropriate instructions. This information supports the orderly management of arriving traffic.

Q23: LANDING CLEARANCE ACKNOWLEDGMENT: Under the procedure tested in the Transport Canada PSTAR guide, transmitting the aircraft call sign is an acceptable concise acknowledgment of a landing clearance. This does not remove the requirement to read back information when specifically instructed or otherwise required.

Q24: FLIGHT SERVICE STATION IDENTIFICATION: Canadian Flight Service Stations use the radio station designator "Radio." Therefore, the appropriate identification for the station serving Timmins is "Timmins Radio."
Q25: FLIGHT INFORMATION CENTRE SERVICES: Canadian Flight Information Centres provide flight planning and related aviation information services. These services support pilots during pre-flight preparation and do not replace the air traffic control function.

Q26: NOTAM AVAILABILITY: NOTAMs provide important temporary aeronautical information affecting flight operations, facilities, and airspace. Canadian pilots can obtain NOTAM information through Flight Information Centres and the relevant aeronautical information services.

Q27: DEFINITE NOTAM END TIME: A NOTAM with a specified end time and without the abbreviation "EST" normally remains valid until that published time unless cancelled or replaced earlier. The published end time establishes its expected expiry.

Q28: ESTIMATED NOTAM END TIME: The abbreviation "EST" identifies an estimated end time rather than an automatic expiry. A NOTAM carrying an estimated end time remains effective until cancelled or replaced through the appropriate NOTAM procedure.

Q29: RADIO READABILITY SCALE: A readability rating of three indicates that a radio transmission is readable with difficulty. Aviation communication checks use standardized readability ratings to describe the quality and clarity of received transmissions.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 3.0: Communications**
- **Transport Canada Aeronautical Information Manual (TC AIM), Communications (COM)**
- **Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC)**
- **Innovation, Science and Economic Development Canada RIC-21: Study Guide for the Restricted Operator Certificate with Aeronautical Qualification (ROC-A)**
- **NAV CANADA – Canadian Aeronautical Information and NOTAM Services**

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FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 4: AERODROMES (8 QUESTIONS)

Q1. A student pilot is reviewing the differences between aerodromes and airports in Canada. Which characteristic distinguishes an airport from an aerodrome under Canadian aviation regulations?
A) It must have at least one paved runway suitable for commercial aircraft.
B) It must be equipped with an operating air traffic control tower.
C) It must hold an airport certificate issued under Canadian aviation regulations.
D) It must provide scheduled passenger airline services.

Q2. During pre-flight preparation, a pilot observes a dry, standard Transport Canada wind direction indicator extended horizontally. What is the minimum wind speed normally indicated by this condition?
A) Approximately 5 knots.
B) Approximately 10 knots.
C) Approximately 20 knots.
D) At least 15 knots.

Q3. At an uncontrolled Canadian airport, a maintenance employee intends to drive a vehicle onto an area used for aircraft movement. From whom must the employee obtain permission?
A) The airport operator.
B) The nearest flight instructor.
C) The regional air traffic control centre.
D) The aircraft owner using the aerodrome.

Q4. While taxiing at a Canadian aerodrome, a pilot observes a large white X painted on a runway and a yellow X marking a nearby taxiway. What do these markings indicate?
A) The runway is available for emergency operations, while the taxiway is restricted to maintenance vehicles.
B) Both surfaces are designated for temporary aircraft parking.
C) The markings indicate recommended routes for aircraft operating without radio communication.
D) The marked runway and taxiway, or their marked portions, are closed to aircraft operations.

Q5. A runway is aligned approximately east–west. A pilot is preparing to depart toward the east from the western end of the runway. Which runway designation should appear at that end?
A) Runway 27.
B) Runway 09.
C) Runway 18.
D) Runway 36.

Q6. A student pilot is taxiing toward an active runway at a Canadian aerodrome where no designated taxiway holding position has been established. According to Transport Canada guidance, where should the aircraft normally stop while waiting to enter the runway?
A) Approximately 50 feet from the runway edge.
B) Approximately 100 feet from the runway edge.
C) Approximately 200 feet from the runway edge.
D) Directly at the runway edge, provided the aircraft remains stationary.

Q7. During an airport operations briefing, an instructor explains the meaning of the term "Manoeuvring Area." Which description is correct?
A) The part of an aerodrome used for aircraft takeoff, landing, and taxiing, excluding aprons.
B) All areas of an aerodrome, including passenger terminals, aprons, and vehicle parking areas.
C) Only the runway surfaces used for aircraft takeoff and landing.
D) The designated aircraft parking area used for loading, refuelling, and maintenance.

Q8. During a VFR cross-country flight, a pilot plans to fly directly over an aerodrome without intending to take off or land there. Under Canadian aviation regulations, what is the minimum permitted height for such an overflight?
A) 500 feet above ground level (AGL).
B) 1,000 feet above ground level (AGL).
C) 1,500 feet above ground level (AGL).
D) 2,000 feet above ground level (AGL).

ANSWER KEY

SECTION 4: AERODROMES (8 QUESTIONS)

ANSWER KEY

Q1: C, Q2: D, Q3: A, Q4: D, Q5: B, Q6: C, Q7: A, Q8: D

ANSWER EXPLANATIONS

Q1: AIRPORT CERTIFICATION: Under Canadian aviation regulations, an airport is an aerodrome for which an airport certificate has been issued. Having paved runways, an air traffic control tower, or scheduled airline services does not independently establish an aerodrome's certification status.

Q2: WIND DIRECTION INDICATOR: A dry, standard Transport Canada wind direction indicator extending horizontally indicates a wind speed of at least approximately 15 knots. The indicator provides pilots with a visual reference for assessing wind direction and estimating wind strength during aerodrome operations.

Q3: VEHICLE OPERATIONS AT UNCONTROLLED AIRPORTS: Vehicles operating on areas of an uncontrolled airport used for aircraft movement require permission from the airport operator. This requirement helps ensure that ground vehicles operate within established safety procedures and do not interfere with aircraft movements.

Q4: CLOSED RUNWAY AND TAXIWAY MARKINGS: Closed movement surfaces are identified using X-shaped markings. In Canada, white X markings are used for closed runways, while yellow X markings are used for closed taxiways. Pilots must recognize these markings and avoid using surfaces identified as closed.

Q5: RUNWAY DESIGNATION: Runway numbers are determined by the runway's magnetic direction, rounded to the nearest ten degrees and expressed using two digits. A runway oriented toward approximately 090 degrees is designated Runway 09. The opposite end is normally designated Runway 27.

Q6: TAXIWAY HOLDING POSITIONS: Where designated taxiway holding positions have not been established, aircraft waiting to enter an active runway should normally remain approximately 200 feet from the runway edge. This separation helps maintain a safe distance from aircraft operating on the runway.
Q7: MANOEUVRING AREA: The manoeuvring area consists of those parts of an aerodrome used for aircraft takeoff, landing, and taxiing, excluding aprons. Aprons are generally used for activities such as aircraft parking, passenger boarding, loading, and servicing.

Q8: MINIMUM ALTITUDE OVER AN AERODROME: Except for the purpose of taking off or landing, Canadian aviation regulations prohibit flying over an aerodrome at a height of less than 2,000 feet above ground level. This requirement helps reduce interference with aircraft conducting operations in the aerodrome traffic circuit.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 4.0: Aerodromes**
- **Canadian Aviation Regulations (CARs), Section 101.01: Interpretation and Definitions**
- **Canadian Aviation Regulations (CARs), Section 301.08: Prohibitions**
- **Canadian Aviation Regulations (CARs), Section 602.96: Operations at or in the Vicinity of an Aerodrome**
- **Transport Canada Aeronautical Information Manual (TC AIM), Aerodromes (AGA)**
- **Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC)**

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FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 5: EQUIPMENT (11 QUESTIONS)

Q1. A pilot plans a cross-country flight in a Canadian-registered aeroplane, with a scheduled landing and engine shutdown at an aerodrome other than the point of departure. Which statement correctly describes the requirement for carrying the aircraft journey log?
A) The journey log is required only when operating under Instrument Flight Rules.
B) The journey log must be carried on board when the aircraft is scheduled to land and shut down at another location.
C) The journey log may remain at the departure aerodrome whenever the flight is conducted privately.
D) The journey log is required only when the aircraft operates in controlled airspace.

Q2. A privately operated, single-engine aeroplane is conducting a VFR cross-country flight through a remote region of northern Canada, more than 25 nautical miles from its departure aerodrome. No regulatory exemption applies. Which equipment requirement must the pilot consider?
A) The aircraft must carry a second independent communication radio.
B) The aircraft must be equipped with an additional engine.
C) The aircraft must carry an approved satellite navigation system.
D) The aircraft must carry suitable survival equipment appropriate to the geographical area and seasonal conditions.

Q3. A pilot is preparing to conduct a night VFR flight in a power-driven aeroplane carrying passengers. According to Canadian Aviation Regulations, which additional equipment is specifically required for this operation?
A) A serviceable landing light.
B) A weather radar system.
C) An automatic flight control system.
D) A ground proximity warning system.

Q4. A pilot is reviewing oxygen requirements for an unpressurized aircraft. Under Canadian Aviation Regulations, at which cabin-pressure-altitude must sufficient oxygen be available for every person on board throughout the applicable portion of the flight?
A) Above 8,000 feet ASL.
B) Above 10,000 feet ASL.
C) Above 13,000 feet ASL.
D) Above 18,000 feet ASL.

Q5. An unpressurized aircraft is operating at a cabin-pressure-altitude of 12,000 feet ASL. After what duration of flight at this altitude do the applicable supplemental oxygen requirements take effect?
A) After 15 minutes.
B) After 30 minutes.
C) After 45 minutes.
D) After 60 minutes.

Q6. A single-engine floatplane is preparing for departure from a lake in Canada. Which statement correctly describes the flotation equipment requirement for the persons on board?
A) One life raft is sufficient regardless of the number of occupants.
B) Only the pilot is required to have personal flotation equipment.
C) Flotation equipment is required only when operating more than 50 nautical miles from shore.
D) A suitable life preserver or permitted personal flotation device must be carried for every person on board.

Q7. During pre-flight preparation, a student pilot reviews emergency radio communication procedures. Which VHF frequency is internationally designated for aeronautical emergency communications?
A) 121.5 MHz.
B) 122.2 MHz.
C) 123.2 MHz.
D) 126.7 MHz.

Q8. A private pilot intends to conduct a routine night landing at a Canadian aerodrome. No special regulatory exemption applies. Which requirement must be satisfied?
A) The aircraft must be equipped with an approved autopilot.
B) The aerodrome must have an operating air traffic control tower.
C) The aerodrome must be lighted in accordance with the applicable Canadian aviation requirements.
D) The pilot must have completed three night landings during the previous 30 days.

Q9. Under Canadian Aviation Regulations, which of the following passengers is classified as an infant?
A) A child weighing less than 15 kilograms.
B) A child younger than three years of age.
C) A child younger than five years of age who occupies a separate seat.
D) A child younger than two years of age.

Q10. During a flight, the pilot-in-command directs all passengers to fasten their safety belts. An adult passenger is responsible for an infant, and no approved child restraint system has been provided. Which arrangement complies with Canadian Aviation Regulations?
A) The infant may occupy an adjacent passenger seat without a restraint.
B) The infant must be held securely in the responsible adult's arms while the adult's own safety belt remains fastened.
C) The infant and adult must share the same safety belt.
D) The infant must be secured using the aircraft's shoulder harness without an accompanying adult.

FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 5: EQUIPMENT (11 QUESTIONS)

Q11. A student pilot is reviewing the basic flight instrument requirements for a power-driven aeroplane operating under day VFR in Canadian controlled airspace. Which combination correctly identifies the required airspeed, altitude, and magnetic direction instruments?
A) An airspeed indicator, a sensitive altimeter adjustable for barometric pressure, and an independent magnetic compass or equivalent magnetic direction indicator.
B) An airspeed indicator, a non-adjustable altimeter, and an electrically dependent heading indicator.
C) An attitude indicator, a vertical speed indicator, and a satellite navigation display.
D) An airspeed indicator, a vertical speed indicator, and a turn coordinator.

ANSWER KEY

SECTION 5: EQUIPMENT (11 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: D, Q7: A, Q8: C, Q9: D, Q10: B, Q11: A

ANSWER EXPLANATIONS

Q1: AIRCRAFT JOURNEY LOG: Under CAR 605.95, an aircraft journey log must generally be carried on board. An exception applies when the aircraft is not scheduled to land and shut down at a location other than the point of departure. Because this flight includes a planned landing and shutdown elsewhere, the journey log must accompany the aircraft.

Q2: SURVIVAL EQUIPMENT: CAR 602.61 establishes survival equipment requirements for aircraft operating over land, subject to specific exemptions. The equipment must be appropriate for the geographical location, season, and anticipated climatic conditions. A private aircraft operating beyond the applicable exemption limits may be required to carry survival equipment for everyone on board.

Q3: NIGHT VFR LANDING LIGHT: Under CAR 605.16, power-driven aircraft conducting night VFR operations must meet additional equipment requirements. When passengers are carried, a serviceable landing light is required. Other equipment requirements also apply to night VFR operations.

Q4: SUPPLEMENTAL OXYGEN ABOVE 13,000 FEET: CAR 605.31 requires unpressurized aircraft to carry sufficient supplemental oxygen for every person on board throughout flight at cabin-pressure-altitudes above 13,000 feet ASL. The rule is based on cabin-pressure-altitude rather than height above the ground.

Q5: OXYGEN REQUIREMENTS BETWEEN 10,000 AND 13,000 FEET: Under CAR 605.31, supplemental oxygen requirements apply when flight at cabin-pressure-altitudes above 10,000 feet but not exceeding 13,000 feet ASL continues for more than 30 minutes. The required supply must accommodate all crew members and the specified proportion of passengers.

Q6: FLOTATION EQUIPMENT: CAR 602.62 requires suitable flotation equipment for each person on board an aircraft taking off from or landing on water. Acceptable equipment includes life preservers and permitted individual or personal flotation devices. The equipment must be readily accessible in accordance with the applicable requirements.

Q7: INTERNATIONAL EMERGENCY FREQUENCY: The frequency 121.5 MHz is internationally designated for aeronautical VHF emergency communications. It supports distress and urgency communications between aircraft and ground stations when assistance is required.

Q8: NIGHT AERODROME LIGHTING: CAR 602.40 requires aerodromes used for routine night takeoffs and landings by heavier-than-air aircraft to meet applicable aerodrome lighting requirements. Certain operations, including specified police and life-saving activities, may qualify for regulatory exceptions.

Q9: DEFINITION OF AN INFANT: Under CAR 101.01, an infant is defined as a person younger than two years of age. This definition is relevant to passenger seating, restraint systems, and other aviation safety requirements.

Q10: INFANT PASSENGER RESTRAINT: Under CAR 605.26, when safety belts are required to be fastened and no child restraint system is provided, the responsible adult must hold the infant securely while wearing their own safety belt. The adult and infant must not be secured together using a single shared safety belt.

Q11: DAY VFR FLIGHT INSTRUMENTS: CAR 605.14 requires power-driven aircraft operating under day VFR in controlled airspace to have a sensitive altimeter adjustable for barometric pressure, an airspeed indicator, and a magnetic compass or independent magnetic direction indicator. These are among the required instruments and do not represent the complete equipment list.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 5.0: Equipment**
- **Canadian Aviation Regulations (CARs), Sections 101.01, 602.40, 602.61, 602.62 and 605.14**
- **Canadian Aviation Regulations (CARs), Sections 605.16, 605.26, 605.31 and 605.95**
- **Transport Canada Aeronautical Information Manual (TC AIM), General and Communications Sections**

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FIA PILOT® PSTAR EXAM PRACTICE 2027

SECTION 6: PILOT RESPONSIBILITIES (23 QUESTIONS)

Q1. A student pilot is preparing for departure when a large aircraft performs a low approach and overshoot immediately ahead. ATC subsequently issues a takeoff clearance. The student pilot is concerned about possible wake turbulence. What is the most appropriate response?
A) Accept the clearance because ATC is responsible for wake turbulence separation.
B) Enter the runway and wait until the wake turbulence has disappeared.
C) Decline the takeoff clearance and advise ATC of the safety concern.
D) Depart immediately to remain ahead of the descending vortices.

Q2. ATC offers a pilot the option of departing from an intersection rather than using the full runway length. Who is responsible for determining whether the remaining runway distance is sufficient for the aircraft?
A) The air traffic controller issuing the departure clearance.
B) The pilot-in-command, using the aircraft's performance information and operating conditions.
C) The airport operator responsible for runway maintenance.
D) The flight service specialist monitoring aerodrome operations.

Q3. A pilot requests an intersection departure to reduce taxi time. ATC authorizes the request but does not provide the remaining runway length. Which statement correctly describes the pilot's responsibility?
A) The pilot may assume that ATC has verified the available takeoff distance.
B) The pilot must use the intersection because the request has been approved.
C) The pilot may disregard the aircraft's published takeoff performance requirements.
D) The pilot must independently confirm that the available runway length is adequate for departure.

Q4. A VFR aircraft approaching a controlled aerodrome receives the instruction "Cleared to the circuit." Unless ATC provides additional instructions, how should the pilot normally interpret this clearance?
A) Join the downwind leg at the appropriate circuit altitude.
B) Proceed directly to the final approach regardless of traffic.
C) Enter the circuit at any convenient altitude.
D) Join the base leg without further communication.

Q5. An aircraft operating without a functioning radio (NORDO) approaches a controlled airport and crosses overhead to obtain landing information. According to Canadian procedures, what minimum vertical separation above the published circuit altitude should normally be maintained during the crossing?
A) 200 feet above circuit altitude.
B) 300 feet above circuit altitude.
C) At least 500 feet above circuit altitude.
D) At least 1,000 feet above circuit altitude.

Q6. A pilot has been cleared to the traffic circuit at a controlled airport where a left-hand circuit is in effect. Which manoeuvre may be permitted without obtaining additional ATC approval under the standard circuit-entry procedure?
A) A right turn directly onto final approach.
B) A right turn to join crosswind or a partial right turn to join downwind.
C) A right turn directly onto base leg.
D) A descent below circuit altitude before joining downwind.

Q7. ATC instructs a VFR aircraft to continue its approach to a runway and advises that no other traffic is present. The aircraft approaches the runway, but no landing clearance has been received. What should the pilot do?
A) Land because the controller has confirmed that the runway is clear.
B) Assume the approach instruction includes permission to land.
C) Continue the landing without further communication if the runway remains clear.
D) Request an explicit landing clearance before landing.

Q8. A controlled aerodrome has an elevation of 400 feet ASL and a published circuit altitude of 1,500 feet ASL. The reported ceiling is 1,000 feet AGL with three miles visibility. Under the applicable controlled-airspace VFR cloud-clearance requirement, what vertical separation below the cloud base must be maintained?
A) At least 500 feet below the cloud base.
B) At least 100 feet below the cloud base.
C) At least 200 feet below the cloud base.
D) No vertical separation is required when visibility is three miles.

Q9. A pilot has been cleared to join a controlled aerodrome traffic circuit. The reported ceiling is 1,000 feet AGL, and the visibility is three statute miles. The pilot must remain VFR. Which statement correctly describes the cloud-clearance requirement?
A) The aircraft may enter the cloud briefly because ATC has issued a circuit clearance.
B) The pilot may remain immediately below the cloud base without vertical separation.
C) The pilot must remain at least 500 feet vertically below the cloud base.
D) The pilot must automatically operate under Instrument Flight Rules.

Q10. A student pilot is reviewing the normal circuit-entry altitude of approximately 1,000 feet above aerodrome elevation. Which circumstance may require or permit a different circuit-entry altitude?
A) Only an instruction issued by a flight instructor.
B) A published circuit altitude, weather conditions, or a different authorized approach procedure.
C) Only the presence of another aircraft on final approach.
D) The pilot's preference for a shorter approach.

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SECTION 6: PILOT RESPONSIBILITIES (23 QUESTIONS)

Q11. During final approach, ATC requests that a pilot reduce airspeed to assist with traffic sequencing. Which statement best describes the pilot's responsibility?
A) Reduce airspeed below the aircraft's minimum safe manoeuvring speed.
B) Reject every ATC speed adjustment because speed control is exclusively the pilot's responsibility.
C) Maintain the requested speed regardless of aircraft performance limitations.
D) Comply with the request only to the extent that the aircraft can remain safely within its operating limitations.

Q12. A pilot receives landing clearance but determines that the crosswind component is beyond the aircraft's applicable operating limitations. What is the most appropriate decision?
A) Discontinue the approach and request a runway more favourably aligned with the wind.
B) Continue the landing because ATC has issued clearance.
C) Select a different runway without advising ATC.
D) Continue the approach at a substantially lower-than-normal airspeed.

Q13. A VFR aircraft is receiving radar vectors from ATC toward an area of extensive cloud cover. Who remains responsible for ensuring that the aircraft complies with the applicable VFR weather requirements?
A) The radar controller.
B) The ATC unit providing vectors.
C) The pilot-in-command.
D) The airport meteorological office.

Q14. A student pilot operating under VFR receives a radar vector that would lead toward weather conditions inconsistent with maintaining VFR. Which response demonstrates the correct understanding of the pilot's responsibilities?
A) Continue following the vector without communicating because ATC is providing navigation assistance.
B) Inform ATC that the assigned routing cannot be safely followed while maintaining VFR and coordinate an alternative.
C) Assume that receiving a radar vector automatically authorizes flight into cloud.
D) Continue toward the cloud because ATC is responsible for all weather-related decisions.

Q15. A pilot operating under a Special VFR clearance is approaching a controlled aerodrome in reduced visibility. A radio mast is located near the intended flight path. Who is responsible for avoiding the obstruction?
A) The tower controller, because the flight is operating in a control zone.
B) The flight service specialist responsible for local weather observations.
C) ATC and the pilot equally, regardless of the circumstances.
D) The pilot-in-command, despite having received Special VFR clearance.

Q16. A pilot has received Special VFR authorization to operate within a control zone. The pilot subsequently encounters cloud conditions that could compromise the required visual separation from cloud. Which statement is correct?
A) The pilot remains responsible for meeting the applicable Special VFR cloud-clearance requirements.
B) The controller assumes responsibility for cloud separation once Special VFR has been authorized.
C) Special VFR authorization permits the pilot to enter cloud without an instrument rating.
D) ATC is required to guarantee a cloud-free route through the control zone.

Q17. A VFR aircraft is operating in Class C airspace under ATC direction. The pilot observes another aircraft and determines that maintaining the assigned heading could create a collision risk. What principle takes priority?
A) The assigned ATC heading must be maintained under all circumstances.
B) The pilot may rely entirely on ATC to prevent the collision.
C) The pilot must take necessary action to avoid a collision and advise ATC.
D) The pilot should disregard the other aircraft because the flight is within controlled airspace.

Q18. Unless otherwise instructed by ATC, which transponder codes are normally used by VFR aircraft in Canadian airspace at or below 12,500 feet ASL and above 12,500 feet ASL, respectively?
A) 1200 below or at 10,000 feet; 1300 above 10,000 feet.
B) 1200 at or below 12,500 feet; 1400 above 12,500 feet.
C) 1400 at or below 12,500 feet; 1200 above 12,500 feet.
D) 2000 at or below 12,500 feet; 1200 above 12,500 feet.

Q19. A pilot has been assigned a transponder code by ATC. Under normal Canadian aviation communication procedures, when should the pilot activate the transponder IDENT function?
A) Every time the aircraft changes altitude.
B) Immediately after selecting any new transponder code.
C) Whenever entering a new control zone.
D) When specifically instructed to do so by ATC.

Q20. A student pilot holds a valid Canadian Student Pilot Permit and has received the required authorization from a supervising flight instructor. Under what conditions may the student act as pilot-in-command for the purpose of personal flight training?
A) During daytime operations, within the permit's privileges and the instructor's authorization.
B) During both day and night operations, provided the student has completed the required ground school.
C) During any flight carrying no more than one passenger.
D) During night operations without supervision if the aircraft is equipped for night VFR.

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SECTION 6: PILOT RESPONSIBILITIES (23 QUESTIONS)

Q21. The pilot-in-command receives prescribed visual signals or encounters ground markings established under Canadian aviation regulations. Which statement describes the general obligation to comply?
A) Compliance is required only at airports with operating control towers.
B) Compliance is required only when operating within Class C airspace.
C) The signals and markings must be observed, provided compliance does not jeopardize safety.
D) The pilot may disregard the signals whenever operating under VFR.

Q22. Before commencing a VFR cross-country flight, a pilot reviews the weather forecast but has not examined the available NOTAMs, airspace restrictions, or other relevant flight information. Which statement best describes the pilot's responsibility?
A) Reviewing the weather forecast alone satisfies all pre-flight information requirements.
B) The pilot must become familiar with all available information appropriate to the intended flight.
C) The pilot is required to obtain information only after entering controlled airspace.
D) The pilot may rely entirely on information supplied by ATC after departure.

Q23. A private pilot is planning a VFR flight through a high-density terminal area in Canada and needs to review the published airspace boundaries and applicable VHF sector frequencies. Which combination of publications is most appropriate?
A) The aircraft's Pilot Operating Handbook and maintenance log.
B) The Transport Canada Aeronautical Information Manual and aircraft registration certificate.
C) The Canada Flight Supplement and the aircraft's weight-and-balance report.
D) The VFR Terminal Area (VTA) chart and the Canada Flight Supplement (CFS).

ANSWER KEY

SECTION 6: PILOT RESPONSIBILITIES (23 QUESTIONS)

ANSWER KEY

Q1: C, Q2: B, Q3: D, Q4: A, Q5: C, Q6: B, Q7: D, Q8: A, Q9: C, Q10: B, Q11: D, Q12: A, Q13: C, Q14: B, Q15: D, Q16: A, Q17: C, Q18: B, Q19: D, Q20: A, Q21: C, Q22: B, Q23: D

ANSWER EXPLANATIONS

Q1: WAKE TURBULENCE AND TAKEOFF CLEARANCE: The pilot-in-command remains responsible for evaluating whether a takeoff clearance can be accepted safely. When a preceding large aircraft has generated a potential wake turbulence hazard, the pilot may decline the clearance and explain the safety concern to ATC. A clearance does not remove the pilot's responsibility for safe operation.

Q2: INTERSECTION DEPARTURE PERFORMANCE: When ATC offers an intersection departure, the pilot-in-command must determine whether the remaining runway distance is adequate for the aircraft's takeoff performance. ATC authorization does not establish that the available distance satisfies aircraft performance requirements.

Q3: PILOT-REQUESTED INTERSECTION TAKEOFF: A pilot who requests an intersection departure remains responsible for ensuring that the remaining runway length is sufficient. Approval by ATC does not replace the pilot's obligation to evaluate the available distance and applicable performance limitations.

Q4: CLEARANCE TO THE CIRCUIT: At a controlled aerodrome, a clearance to the circuit normally means that the pilot should join the downwind leg at the appropriate circuit altitude unless ATC provides other instructions. The clearance does not automatically authorize a straight-in approach or landing.

Q5: NORDO ARRIVAL PROCEDURES: An aircraft operating without radio communication may need to obtain landing information visually. Under the procedure described in the Transport Canada PSTAR study guide, an overhead crossing for this purpose should be conducted at least 500 feet above the published circuit altitude.
Q6: CIRCUIT ENTRY AND TURN DIRECTION: At a controlled aerodrome using a left-hand circuit, a clearance to the circuit may permit a right turn to join crosswind or a partial right turn to join downwind. This does not automatically authorize a right turn onto base or final approach.

Q7: LANDING CLEARANCE RESPONSIBILITY: An instruction to continue an approach does not constitute landing clearance. Even when the runway is reported clear of traffic, the pilot must obtain the required landing clearance before landing at a controlled aerodrome.

Q8: VFR VERTICAL CLOUD CLEARANCE: Under the applicable controlled-airspace VFR requirements, the aircraft must remain at least 500 feet vertically below cloud. A reported ceiling of 1,000 feet AGL does not permit flight immediately beneath the cloud base without the required separation.

Q9: VFR FLIGHT IN REDUCED CEILING CONDITIONS: A pilot cleared to join a circuit must still maintain the applicable VFR weather minima. A ceiling of 1,000 feet AGL with three miles visibility does not remove the requirement to remain at least 500 feet vertically below cloud under the applicable controlled-airspace rule.

Q10: CIRCUIT ALTITUDE VARIATIONS: A normal circuit-entry altitude of approximately 1,000 feet above aerodrome elevation is not appropriate in every situation. Published procedures, NOTAMs, authorized approach arrangements, and applicable weather requirements may affect the altitude at which an aircraft joins the circuit.

Q11: SPEED ADJUSTMENT AND AIRCRAFT LIMITATIONS: A pilot should comply with ATC speed adjustments when doing so remains safe. The pilot must consider aircraft performance, configuration, and minimum safe manoeuvring speed. An ATC request does not require operating the aircraft outside safe limitations.

Q12: CROSSWIND LIMITATIONS: A landing clearance does not obligate a pilot to complete a landing when wind conditions make the approach unsafe. When the crosswind exceeds applicable operating limitations, the pilot should discontinue the approach and coordinate an appropriate alternative with ATC.

Q13: RESPONSIBILITY FOR MAINTAINING VFR: Radar vectors and navigation assistance provided by ATC do not transfer responsibility for maintaining VFR weather requirements. The pilot-in-command remains responsible for ensuring that the flight complies with the applicable visual flight conditions.

Q14: ATC VECTORS AND WEATHER CONDITIONS: When an ATC-assigned heading would lead toward conditions incompatible with VFR, the pilot should advise ATC and coordinate an alternative that allows the aircraft to remain within the applicable flight rules. Receiving a radar vector does not authorize a VFR pilot to enter cloud.

Q15: OBSTACLE AVOIDANCE UNDER SPECIAL VFR: Special VFR authorization permits certain operations within a control zone under specified conditions, but it does not transfer obstacle avoidance responsibility to ATC. The pilot-in-command remains responsible for avoiding terrain, masts, and other obstructions.

ANSWER KEY

SECTION 6: PILOT RESPONSIBILITIES (23 QUESTIONS)

Q16: SPECIAL VFR CLOUD CLEARANCE: A pilot operating under Special VFR must comply with the applicable visibility and cloud-clearance requirements. ATC authorization does not permit flight into cloud without the appropriate qualifications and authorization.

Q17: COLLISION AVOIDANCE PRIORITY: Canadian aviation regulations require pilots to take necessary action to avoid collisions. Even when operating under ATC direction in Class C airspace, a pilot who identifies an immediate collision risk must act to maintain safety and advise ATC.

Q18: STANDARD VFR TRANSPONDER CODES: Under the standard Canadian VFR transponder procedures referenced by PSTAR, code 1200 is used at or below 12,500 feet ASL, and code 1400 is used above 12,500 feet ASL, unless otherwise instructed or a different applicable procedure requires another code.

Q19: TRANSPONDER IDENT FUNCTION: The IDENT function assists ATC in identifying a particular aircraft's radar or surveillance return. Under normal procedures, pilots activate IDENT only when specifically instructed by ATC, rather than automatically during altitude or transponder-code changes.

Q20: STUDENT PILOT PERMIT PRIVILEGES: Under CAR 401.19, a Student Pilot Permit holder may act as pilot-in-command for personal flight training during the day when authorized by a supervising flight instructor and operating within the permit's privileges. A Student Pilot Permit does not independently authorize night flight or passenger-carrying privileges.

Q21: COMPLIANCE WITH VISUAL SIGNALS AND GROUND MARKINGS: Pilots are generally required to comply with the prescribed visual signals and ground markings under Canadian aviation regulations. However, compliance must not jeopardize aviation safety. The pilot-in-command retains responsibility for safe aircraft operation.

Q22: PRE-FLIGHT INFORMATION REQUIREMENTS: Under CAR 602.71, the pilot-in-command must be familiar with all available information appropriate to the intended flight. This includes relevant weather information, NOTAMs, airspace considerations, aerodrome conditions, and other operational information necessary for safe flight planning.

Q23: TERMINAL AIRSPACE INFORMATION: VFR Terminal Area charts provide detailed information for operations around designated high-density terminal areas. The Canada Flight Supplement complements these charts by providing aerodrome and communication information, including relevant VHF sector frequencies.

REFERENCES

- Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 6.0: Pilot Responsibilities
- Canadian Aviation Regulations (CARs), Section 401.19: Student Pilot Permit Privileges
- Canadian Aviation Regulations (CARs), Section 602.19: Right of Way – General
- Canadian Aviation Regulations (CARs), Section 602.31: Compliance with Air Traffic Control Instructions and Clearances
- Canadian Aviation Regulations (CARs), Section 602.71: Pre-flight Information
- Canadian Aviation Regulations (CARs), Sections 602.96 and 602.114
- Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC)
- Transport Canada Aeronautical Information Manual (TC AIM), Communications (COM) and Aeronautical Charts and Publications (MAP)

FIA PILOT® | PSTAR–Exam Practice 2027

These original practice questions are developed for educational purposes with reference to Canadian aviation regulations. They are not official Transport Canada examination questions. For questions or further information regarding the examination, please contact admissions@fiapilot.com.

FIA PILOT® PSTAR EXAM PRACTICE 2027

SECTION 7: WAKE TURBULENCE (15 QUESTIONS)

Q1. During a flight at a controlled airport, ATC advises a student pilot to exercise caution because of wake turbulence from a departing heavy aircraft. Who is ultimately responsible for avoiding hazardous wake turbulence?
A) The air traffic controller, because the flight is operating within controlled airspace.
B) The airport operator, because the turbulence originates near the runway.
C) The pilot-in-command, regardless of whether ATC has issued a wake turbulence advisory.
D) The pilot of the preceding heavy aircraft, because it generated the turbulence.

Q2. A large aircraft has recently passed through an area of relatively calm air. Under these conditions, how long may hazardous wake turbulence remain present?
A) Five minutes or more.
B) Approximately ten seconds.
C) No longer than thirty seconds.
D) Only while the generating aircraft remains visible.

Q3. A student pilot is studying the aerodynamic principles responsible for wake turbulence. Which description most accurately explains the formation of wingtip vortices?
A) They are produced primarily by exhaust gases leaving aircraft engines.
B) They result from changes in atmospheric pressure caused by approaching weather systems.
C) They are generated only when an aircraft encounters strong surface winds.
D) They form as a result of pressure differences around lifting wings, producing rotating airflow behind the aircraft.

Q4. During a training briefing, an instructor asks which combination of aircraft conditions normally produces the strongest wingtip vortices. Which answer is correct?
A) Light weight, extended flaps, and high airspeed.
B) Heavy weight, clean configuration, and low airspeed.
C) Heavy weight, extended landing gear, and high airspeed.
D) Light weight, clean configuration, and low airspeed.

Q5. A large aeroplane is accelerating along the runway for departure. At what stage does significant lift-related wingtip vortex generation normally begin?
A) When the engines reach takeoff power.
B) When the aircraft begins taxiing toward the runway.
C) When the aircraft rotates for takeoff.
D) When the aircraft reaches its assigned cruising altitude.

Q6. Two minutes after a heavy aircraft has passed through a particular area of airspace, what should a following pilot understand about the aircraft's trailing vortices?
A) They may remain hazardous because vortex strength normally dissipates slowly during the initial period.
B) They will have completely disappeared regardless of atmospheric conditions.
C) They will have risen above the preceding aircraft's flight path.
D) They will have become harmless because two minutes have elapsed.

Q7. A student pilot is approaching an aerodrome where a large aircraft has recently landed. A light crosswind is blowing across the runway. How can this wind affect the aircraft's trailing vortices?
A) It causes both vortices to disappear immediately after touchdown.
B) It prevents the vortices from moving sideways across the runway.
C) It causes both vortices to rise vertically at the same rate.
D) It can cause one vortex to remain near the runway while the other drifts downwind.

Q8. A light aircraft is approaching a runway parallel to one recently used by a large aircraft. The two runways are separated by less than 2,500 feet. Which wake turbulence hazard should the pilot recognize?
A) Wake turbulence cannot affect another runway because each runway has a separate approach path.
B) Vortices from the large aircraft may drift laterally into the approach or landing area of the adjacent runway.
C) Only jet engine exhaust can travel between closely spaced parallel runways.
D) Wake turbulence becomes harmless when the generating aircraft is operating on a different runway.

Q9. A light aeroplane is approaching to land behind a heavier aircraft on the same runway. Which general approach consideration is recommended to reduce exposure to wake turbulence?
A) Remain at or above the heavier aircraft's final approach path and, if safe, land beyond its touchdown point.
B) Approach below the heavier aircraft's flight path and land before its touchdown point.
C) Maintain the same approach path and aim for the identical touchdown point.
D) Descend below the heavier aircraft's flight path to avoid the descending vortices.

Q10. A light aircraft is preparing for takeoff after a large aeroplane has departed from the same runway. Which departure planning principle is recommended for wake turbulence avoidance?
A) Become airborne after the preceding aircraft's rotation point and remain below its flight path.
B) Use the same rotation point as the preceding aircraft and maintain the same climb path.
C) Plan to become airborne before the preceding aircraft's rotation point and remain above or clear of its departure path.
D) Begin the departure immediately after the preceding aircraft has lifted off, regardless of wake location.

FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 7: WAKE TURBULENCE (15 QUESTIONS)

Q11. A pilot observes a large aircraft flying ahead at a higher altitude. Which statement correctly describes the general movement of wingtip vortices after they are generated?
A) They normally remain at precisely the same altitude as the generating aircraft.
B) They immediately rise vertically above the aircraft's flight path.
C) They move forward ahead of the generating aircraft.
D) They generally descend and remain behind the generating aircraft while being influenced by surrounding winds.

Q12. A light aircraft unintentionally enters the core of a strong wingtip vortex generated by a much heavier aircraft. Which aerodynamic effect is particularly hazardous?
A) A guaranteed increase in climb performance.
B) An induced rolling motion that may exceed the light aircraft's available roll-control authority.
C) An immediate reduction in aircraft weight.
D) A temporary improvement in lateral stability.

Q13. A student pilot is observing a helicopter conducting forward flight near an aerodrome. Which statement correctly describes the wake turbulence produced by the helicopter?
A) The helicopter produces rotor-generated trailing vortices that may resemble the wingtip vortices of fixed-wing aircraft.
B) Helicopters produce no wake turbulence while maintaining forward flight.
C) Helicopter wake turbulence is produced exclusively by engine exhaust.
D) Helicopter vortices occur only when the aircraft is operating above 10,000 feet.

Q14. Two helicopters of significantly different weights are operating under otherwise similar conditions. How does helicopter weight generally affect the intensity of the generated wake turbulence?
A) The lighter helicopter always produces stronger vortices.
B) Helicopter weight has no relationship to wake turbulence intensity.
C) The heavier helicopter generally produces more intense wake turbulence.
D) Both helicopters produce identical wake turbulence because rotorcraft use similar lifting principles.

Q15. A large aircraft has recently landed while a light tailwind is blowing along the runway. What effect can this wind have on the location of the aircraft's trailing vortices?
A) It prevents the vortices from moving toward the runway surface.
B) It causes the vortices to disappear immediately after the aircraft lands.
C) It carries all vortices away from the airport without affecting the runway.
D) It may move the vortices forward into the touchdown zone of the runway.

ANSWER KEY

SECTION 7: WAKE TURBULENCE (15 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: A, Q7: D, Q8: B, Q9: A, Q10: C, Q11: D, Q12: B, Q13: A, Q14: C, Q15: D

ANSWER EXPLANATIONS

Q1: PILOT RESPONSIBILITY: Avoiding hazardous wake turbulence is ultimately the responsibility of the pilot-in-command. Although ATC may provide wake turbulence advisories and apply separation procedures, these measures do not remove the pilot's responsibility to recognize and avoid hazardous wake conditions.

Q2: WAKE TURBULENCE PERSISTENCE: Hazardous wake turbulence may remain present for five minutes or longer in calm atmospheric conditions. The dissipation rate depends on factors such as wind, atmospheric turbulence, and the strength of the original vortices. Pilots should not assume that wake turbulence disappears immediately after the generating aircraft passes.

Q3: WINGTIP VORTEX FORMATION: Wingtip vortices are a consequence of lift generation. Higher-pressure air beneath the wings moves toward lower-pressure regions above them, creating rotating airflow around the wingtips. This produces two counter-rotating vortices trailing behind the aircraft.

Q4: MAXIMUM VORTEX STRENGTH: Wingtip vortices are generally strongest when an aircraft is heavy, operating in a clean aerodynamic configuration, and flying at a relatively low airspeed. Aircraft weight is the most significant factor affecting vortex strength, although wing configuration and speed also influence intensity.

Q5: VORTEX GENERATION DURING TAKEOFF: Significant wingtip vortex generation begins when the aircraft rotates for takeoff and its wings generate the lift required to become airborne. The area immediately behind the rotation point may therefore contain particularly strong wake turbulence.

Q6: INITIAL VORTEX DISSIPATION: During approximately the first two minutes after formation, trailing vortices from a heavy aircraft may dissipate very slowly. Their strength can remain significant during this period, and vortex dissipation cannot be determined from elapsed time alone.

Q7: CROSSWIND EFFECT ON VORTICES: A light crosswind can alter the lateral movement of trailing vortices. The upwind vortex may remain near a runway for an extended period, while the downwind vortex may drift toward another part of the aerodrome. Wind direction and speed are important factors in determining potential wake locations.

Q8: PARALLEL RUNWAY WAKE TURBULENCE: Wake turbulence from an aircraft using one runway can drift toward a nearby parallel runway. Transport Canada identifies particular concern when parallel runways are separated by less than 2,500 feet. Pilots must remain aware that using a different runway does not necessarily eliminate exposure to wake turbulence.

Q9: LANDING BEHIND A HEAVIER AIRCRAFT: Trailing vortices tend to descend below the generating aircraft's flight path. Remaining at or above the preceding aircraft's final approach path and, when safe, landing beyond its touchdown point can reduce the likelihood of encountering the wake. Adequate separation and safe approach conditions remain essential.

Q10: TAKEOFF BEHIND A LARGE AIRCRAFT: A large aeroplane begins generating significant wingtip vortices as it rotates for departure. Transport Canada recommends planning to become airborne before the preceding aircraft's rotation point and remaining above or clear of its departure path, subject to the aircraft's performance and the actual operating conditions.

Q11: VORTEX MOVEMENT: Wingtip vortices generally descend behind the generating aircraft while also moving laterally under the influence of surrounding winds. Their exact position changes over time, making it important to understand that wake turbulence is not confined to the generating aircraft's altitude or original flight path.

Q12: INDUCED ROLL: A light aircraft entering a strong vortex may experience a rolling motion caused by the rotating airflow. The induced roll may exceed the aircraft's available roll-control authority, particularly when the following aircraft has a relatively short wingspan. This makes wake turbulence especially hazardous to smaller aircraft.

Q13: HELICOPTER WAKE TURBULENCE: Helicopter rotor blades generate trailing vortices similar in principle to the wingtip vortices produced by fixed-wing aircraft. These vortices may be concentrated and hazardous to nearby aircraft, particularly when helicopters operate at relatively low speeds.

Q14: HELICOPTER WEIGHT AND VORTEX INTENSITY: Helicopter size and weight influence the strength of the wake turbulence generated by the rotor system. Under otherwise similar conditions, a heavier helicopter generally produces stronger vortices than a lighter helicopter. Wake intensity is also affected by operating conditions.

Q15: TAILWIND EFFECT ON WAKE TURBULENCE: A tailwind may carry the trailing vortices of a landing aircraft forw ard toward the runway touchdown zone. This means hazardous wake turbulence may remain in an area where a following aircraft intends to land, even after the preceding aircraft has moved farther along the runway.

FIA PILOT® PSTAR EXAM PRACTICE 2027

SECTION 8: AEROMEDICAL (13 QUESTIONS)

Q1. A private pilot develops an illness that may impair concentration, reaction time, and the ability to operate an aircraft safely. The pilot's aviation medical certificate has not yet expired. Under Canadian Aviation Regulations, what is the pilot required to do?
A) Continue flying because the medical certificate remains valid.
B) Refrain from exercising pilot privileges while the condition may impair safe operation.
C) Conduct flights only when accompanied by another licensed pilot.
D) Continue flying provided the flight remains within 25 nautical miles of the departure aerodrome.

Q2. During a training flight below 8,000 feet ASL, a pilot experiences rapid breathing, dizziness, and tingling sensations. After hypoxia has been considered and the symptoms are identified as hyperventilation, which response is recommended?
A) Increase breathing depth and frequency to improve oxygen intake.
B) Hold the breath for an extended period to restore normal respiratory function.
C) Consciously slow breathing to approximately 10–12 breaths per minute without breathing deeply.
D) Continue breathing rapidly until the symptoms disappear.

Q3. A student pilot is descending from cruising altitude and begins experiencing increasing pressure and discomfort in the ears. During which phase of flight is the eardrum generally most vulnerable to pressure-related injury?
A) During descent, when increasing atmospheric pressure may prevent normal pressure equalization.
B) During climb, when atmospheric pressure decreases and air normally escapes from the middle ear.
C) During level flight, when atmospheric pressure remains approximately constant.
D) During taxiing, when aircraft acceleration causes rapid changes in middle-ear pressure.

Q4. During an aircraft descent, a pilot experiences difficulty equalizing pressure in the middle ear. Which combination of techniques is commonly recognized as helping equalize ear pressure?
A) Remaining silent and avoiding all jaw movement.
B) Increasing breathing rate while keeping the mouth closed.
C) Drinking cold water without swallowing and maintaining a fixed jaw position.
D) Swallowing, yawning, and appropriate gentle pressure-equalization techniques.

Q5. A pilot has completed a SCUBA dive that required decompression stops during the return to the surface. According to Transport Canada aeromedical guidance, what is the minimum recommended interval before flying?
A) 8 hours.
B) 24 hours.
C) 12 hours.
D) 18 hours.

Q6. A student pilot has experienced inadequate sleep and significant mental fatigue before a scheduled training flight. Which statement most accurately describes the potential effect of fatigue on flight performance?
A) Fatigue improves concentration by reducing sensitivity to distractions.
B) Fatigue affects physical endurance but does not significantly influence decision-making.
C) Fatigue can slow reaction time, reduce attention, and increase the likelihood of judgment errors.
D) Fatigue normally disappears once the pilot begins operating the aircraft.

Q7. A licensed pilot has recently donated blood and plans to resume flying duties. According to Transport Canada aeromedical recommendations, what minimum waiting period is generally advised following blood donation?
A) At least 48 hours.
B) At least 12 hours.
C) At least 24 hours.
D) At least 36 hours.

Q8. A pilot has undergone a medical procedure requiring general anaesthesia. When may the pilot appropriately resume flight crew duties?
A) Automatically after 12 hours, provided the pilot feels alert.
B) As soon as the immediate effects of the anaesthetic appear to have disappeared.
C) After 24 hours without requiring further medical assessment.
D) When a physician has confirmed that the pilot is medically fit to resume flying.

Q9. A pilot undergoes extensive dental treatment involving local anesthesia, including the removal of several teeth. According to Transport Canada aeromedical guidance, what minimum waiting period is generally recommended before flying, assuming the pilot is otherwise medically fit?
A) 12 hours.
B) 18 hours.
C) 24 hours.
D) 48 hours.

Q10. During an aviation medical briefing, an instructor explains how alcohol can affect the body's tolerance to hypoxia. Which statement is correct?
A) Alcohol improves the body's ability to use oxygen as altitude increases.
B) Alcohol can reduce tolerance to hypoxia, with its adverse effects becoming more significant as altitude increases.
C) Alcohol does not influence oxygen-related physiological performance during flight.
D) Alcohol affects hypoxia tolerance only when flying above 18,000 feet ASL.

FIA PILOT® PSTAR EXAM PRACTICE 2027

SECTION 8: AEROMEDICAL (13 QUESTIONS)

Q11. Before a scheduled flight, a pilot is considering an over-the-counter cold medication that may cause drowsiness or impair coordination. Which approach best reflects Transport Canada aeromedical guidance?
A) Avoid flying while affected by medication and obtain appropriate advice from a Civil Aviation Medical Examiner.
B) Assume the medication is safe because it does not require a prescription.
C) Fly normally if the medication has relieved the symptoms of the illness.
D) Consider the medication acceptable whenever the pilot feels sufficiently alert.

Q12. A Canadian private pilot is 45 years old and holds an appropriate aviation medical certificate. Under the standard Canadian medical validity requirements for exercising Private Pilot Licence privileges, what is the medical validity period for a pilot aged 40 or older?
A) 12 months.
B) 36 months.
C) 48 months.
D) 24 months.

Q13. A Canadian private pilot is 28 years old and holds an appropriate aviation medical certificate. Under the standard Canadian medical validity requirements for exercising Private Pilot Licence privileges, what is the medical validity period for a pilot younger than 40?
A) 24 months.
B) 48 months.
C) 60 months.
D) 72 months.

ANSWER KEY

SECTION 8: AEROMEDICAL (13 QUESTIONS)

ANSWER KEY

Q1: B, Q2: C, Q3: A, Q4: D, Q5: B, Q6: C, Q7: A, Q8: D, Q9: C, Q10: B, Q11: A, Q12: D, Q13: C

ANSWER EXPLANATIONS

Q1: MEDICAL FITNESS AND PILOT RESPONSIBILITY: Under CAR 404.06, a pilot must not exercise the privileges of a licence, permit, or rating when an illness, injury, disability, medication, or medical treatment could impair safe aircraft operation. A valid medical certificate does not automatically establish fitness for every individual flight. Pilots must assess their current condition and seek appropriate medical guidance whenever fitness is uncertain.

Q2: HYPERVENTILATION: Hyperventilation occurs when excessive breathing reduces the concentration of carbon dioxide in the blood. Symptoms may include dizziness, tingling, and difficulty concentrating. Transport Canada recommends slowing breathing to approximately 10–12 breaths per minute without breathing deeply when hyperventilation is identified. Because these symptoms can resemble hypoxia, oxygen and assessment of possible hypoxia take priority when the cause is uncertain.

Q3: MIDDLE-EAR PRESSURE DURING DESCENT: During descent, increasing atmospheric pressure can create a pressure difference between the middle ear and the surrounding environment. If the Eustachian tube cannot equalize this pressure, discomfort and possible eardrum injury may occur. This risk is particularly significant when a pilot has nasal congestion, sinus inflammation, or an upper respiratory infection.

Q4: EAR PRESSURE EQUALIZATION: Swallowing, yawning, and gentle pressure-equalization techniques can help open the Eustachian tubes and balance pressure in the middle ear. These methods may reduce discomfort during descent. Pilots experiencing persistent or severe ear discomfort should seek medical guidance rather than continue attempting forceful pressure equalization.

Q5: SCUBA DIVING AND DECOMPRESSION SICKNESS: Following a SCUBA dive requiring decompression stops, Transport Canada recommends a minimum interval of 24 hours before flying. Changes in atmospheric pressure may increase the risk of decompression sickness because dissolved nitrogen can form bubbles in body tissues. The recommended interval is a minimum precaution and does not replace an assessment of the individual's medical fitness.

Q6: FATIGUE AND FLIGHT PERFORMANCE: Fatigue can reduce concentration, slow reaction time, impair judgment, and increase the likelihood of errors during flight operations. Insufficient sleep, stress, illness, and prolonged activity may contribute to fatigue. Pilots must recognize these effects and avoid operating an aircraft when fatigue could compromise safety.

Q7: BLOOD DONATION: Transport Canada recommends that pilots wait at least 48 hours after donating blood before resuming flight duties. Blood donation temporarily reduces circulating blood volume and may affect an individual's physiological tolerance to flight conditions. A pilot must also be medically fit before returning to flight.

Q8: GENERAL ANAESTHESIA: General anesthesia can have lingering effects on alertness, coordination, judgment, and physical performance. Transport Canada advises pilots not to resume flight duties following general anesthesia or serious medical procedures until a physician confirms that flying is safe. Medical clearance is more important than relying on a fixed waiting period.

Q9: LOCAL ANAESTHESIA AND DENTAL PROCEDURES: Transport Canada recommends waiting at least 24 hours after extensive dental procedures involving local anesthesia. Recovery may be affected by discomfort, inflammation, prescribed medications, or complications. Pilots must also ensure that they are fully recovered and medically fit before resuming flight operations.

Q10: ALCOHOL AND HYPOXIA: Alcohol can reduce the body's tolerance to hypoxia and impair judgment, coordination, and decision-making. As altitude increases, the reduced availability of oxygen can worsen these adverse effects. Alcohol and flying are incompatible because even relatively small amounts may negatively affect aviation performance.

Q11: MEDICATIONS AND FLIGHT SAFETY: Prescription and over-the-counter medications may impair mental alertness, coordination, and judgment. Some cold medications and antihistamines can cause drowsiness even when they relieve symptoms. Transport Canada advises pilots to obtain appropriate guidance from a Civil Aviation Medical Examiner before flying when medication use may affect their fitness.

Q12: MEDICAL CERTIFICATE VALIDITY – AGE 40 AND OVER: Under Canadian medical validity requirements, the standard validity period for exercising Private Pilot Licence privileges at age 40 or older is 24 months. Pilots must maintain an appropriate medical certificate and comply with any applicable limitations or restrictions.

Q13: MEDICAL CERTIFICATE VALIDITY – UNDER AGE 40: Under Canadian medical validity requirements, the standard validity period for exercising Private Pilot Licence privileges for pilots younger than 40 is 60 months. These validity periods differ from those applicable to certain commercial and airline transport pilot operations, which may require more frequent medical examinations.

REFERENCES

- Transport Canada – PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 8.0: Aeromedical
- Canadian Aviation Regulations (CARs), Section 404.06: Prohibition Regarding Exercise of Privileges
- Canadian Aviation Regulations (CARs), Standard 424: Medical Requirements
- Transport Canada Aeronautical Information Manual (TC AIM 2026), AIR 3.0: Medical Information
- TC AIM, AIR 3.2–3.12: Specific Aeromedical Factors, Decompression Sickness, SCUBA Diving, Middle-Ear and Sinus Discomfort, Fatigue, Alcohol, Medications, Anaesthetics and Blood Donation
- TC AIM, LRA 1.9: Medical Certificate Validity Periods

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SECTION 9: FLIGHT PLANS AND FLIGHT ITINERARIES (11 QUESTIONS)

Q1. A helicopter pilot is preparing for a daytime VFR flight in Canada. After considering expected weather conditions and foreseeable delays, which minimum fuel reserve must be available upon reaching the destination aerodrome?
A) Sufficient fuel for an additional 30 minutes at normal cruising speed.
B) Sufficient fuel for an additional 45 minutes at normal cruising speed.
C) Sufficient fuel for an additional 20 minutes at normal cruising speed.
D) Sufficient fuel to reach an alternate aerodrome and continue for 30 minutes.

Q2. A student pilot is planning a daytime VFR cross-country flight in a Cessna 172. Under Canadian Aviation Regulations, what is the minimum required fuel reserve beyond the planned flight to the destination, after accounting for foreseeable conditions and delays?
A) 30 minutes at normal cruising speed.
B) 20 minutes at normal cruising speed.
C) 45 minutes at normal cruising speed.
D) 60 minutes at normal cruising speed.

Q3. A private pilot plans a domestic VFR flight that will proceed 45 nautical miles from the departure aerodrome. The pilot does not intend to file a VFR flight plan. Under Canadian Aviation Regulations, what is required before departure?
A) No additional documentation is required because the flight is conducted under VFR.
B) A flight itinerary is required only if the route passes through controlled airspace.
C) A flight itinerary is required only if the destination aerodrome is unattended.
D) A VFR flight itinerary must be filed with an authorized recipient.

Q4. A pilot files a VFR flight plan with an estimated time of arrival of 17:30 local time. No special search and rescue action initiation time is specified. The aircraft lands at 17:45. By what time must the required arrival report normally be filed?
A) 18:45, one hour after the actual landing.
B) 18:30, one hour after the last reported estimated time of arrival.
C) 18:00, thirty minutes after the estimated time of arrival.
D) 19:30, two hours after the estimated time of arrival.

Q5. During a VFR cross-country flight, a pilot decides to change the planned route because of deteriorating weather conditions. A VFR flight plan has already been filed. What is the pilot required to do regarding the change?
A) Report the deviation only after reaching the destination.
B) Notify the appropriate authority within 30 minutes after landing.
C) Notify the appropriate air traffic services unit or other authorized recipient as soon as practicable.
D) No notification is necessary provided the flight remains under VFR.

Q6. A pilot files a VFR flight itinerary with a responsible person. No specific search and rescue action initiation time is entered. When must the pilot ensure that an arrival report is made?
A) As soon as practicable after landing, but no later than 24 hours after the last reported ETA.
B) Within 60 minutes after the aircraft has landed.
C) Within 24 hours after the actual landing time.
D) Immediately after entering the destination aerodrome's traffic circuit.

Q7. Under Canadian Aviation Regulations, what is the primary responsibility of a person designated as the "responsible person" for a flight itinerary?
A) To approve all changes to the aircraft's planned route.
B) To notify the appropriate aviation or rescue authority if the aircraft becomes overdue.
C) To provide air traffic control services during the flight.
D) To confirm that the aircraft has sufficient fuel before departure.

Q8. A pilot completes a domestic VFR flight for which a flight plan was filed with an Air Traffic Services (ATS) unit. The flight plan was not closed before landing. Which action correctly satisfies the normal arrival reporting requirement?
A) Park the aircraft near the control tower and assume the flight plan is automatically closed.
B) Notify the responsible person who assisted with the pre-flight preparation.
C) Record the actual arrival time in the aircraft journey log without contacting ATS.
D) Submit an arrival report to an air traffic services unit or community aerodrome radio station.

Q9. A pilot is preparing a VFR flight plan involving two flight legs and one intermediate stop. The estimated times are:
- Flight from Aerodrome A to B: 1 hour 10 minutes
- Intermediate stop at Aerodrome B: 35 minutes
- Flight from Aerodrome B to C: 1 hour 25 minutes

What total time should be entered in the "Estimated Elapsed Time" field of the VFR flight plan?
A) 2 hours 35 minutes.
B) 2 hours 45 minutes.
C) 3 hours 10 minutes.
D) 3 hours 45 minutes.

SECTION 9: FLIGHT PLANS AND FLIGHT ITINERARIES (11 QUESTIONS)

Q10. A pilot intends to file one domestic VFR flight plan covering a cross-country flight with a short intermediate stop for refuelling. How should the total estimated elapsed time be calculated?
A) By adding the flying time of all legs and the duration of the intermediate stop.
B) By adding only the flying time of all legs and excluding the intermediate stop.
C) By adding the flying time to the first landing and the duration of the intermediate stop.
D) By adding the total flying time and a standard 45-minute fuel reserve.

Q11. A student pilot is completing a Canadian VFR flight plan that includes a 35-minute intermediate stop at London International Airport (CYXU). Which method correctly identifies this stop on the flight plan?
A) Enter "Intermediate Stop – 35 Minutes" in the Other Information field without repeating the aerodrome identifier.
B) Enter "CYXU 0035 CYXU" in the Route field to identify the stopping point and its duration.
C) Include the 35-minute stop only in the Estimated Elapsed Time field.
D) Enter "CYXU" once in the Route field and omit the duration because the stop is less than one hour.

ANSWER KEY

SECTION 9: FLIGHT PLANS AND FLIGHT ITINERARIES (11 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: A, Q7: B, Q8: D, Q9: C, Q10: A, Q11: B

ANSWER EXPLANATIONS

Q1: HELICOPTER DAY VFR FUEL REQUIREMENTS: Under CAR 602.88, a helicopter operating under VFR must carry sufficient fuel to reach its destination aerodrome and continue flying for at least 20 minutes at normal cruising speed. Pilots must also account for foreseeable delays, weather conditions, and other operational factors when determining the total fuel required.

Q2: AEROPLANE DAY VFR FUEL RESERVE: Under CAR 602.88, an aeroplane conducting a daytime VFR flight must carry enough fuel to reach the destination and then fly for an additional 30 minutes at normal cruising speed. Night VFR operations require a longer reserve of 45 minutes. These minimum reserves do not remove the requirement to account for foreseeable delays and operational conditions.

Q3: VFR FLIGHT ITINERARY REQUIREMENT: CAR 602.73 requires pilots conducting domestic VFR flights beyond 25 nautical miles from the departure aerodrome to file either a VFR flight plan or a VFR flight itinerary. Because the planned flight extends 45 nautical miles from the departure aerodrome, an itinerary must be filed if the pilot does not file a flight plan.

Q4: VFR FLIGHT PLAN CLOSURE: Under CAR 602.77, when no specific search and rescue action initiation time is entered, the pilot must ensure that an arrival report is filed as soon as practicable after landing and no later than one hour after the last reported estimated time of arrival. In this case, the deadline is 18:30, calculated from the ETA of 17:30 rather than the actual landing time of 17:45.

Q5: CHANGES TO A VFR FLIGHT PLAN: CAR 602.76 requires pilots to notify the appropriate air traffic services unit, community aerodrome radio station, or responsible person as soon as practicable when intending to change the route, duration, or destination recorded in a VFR flight plan or flight itinerary. Prompt notification helps maintain accurate flight information and supports search and rescue services.

Q6: FLIGHT ITINERARY ARRIVAL REPORT: Under CAR 602.77, when a flight itinerary does not specify a search and rescue action initiation time, the pilot must ensure that an arrival report is made as soon as practicable after landing and no later than 24 hours after the last reported ETA. The 24-hour period is measured from the estimated arrival time, not the actual landing time.

Q7: RESPONSIBLE PERSON: Under CAR 602.70, a responsible person is an individual who has agreed to ensure that the appropriate air traffic services unit, community aerodrome radio station, or Rescue Co-ordination Centre is notified if an aircraft becomes overdue. This person plays an important role in supporting search and rescue notification procedures for flight itineraries.

Q8: ARRIVAL REPORTING PROCEDURES: Under CAR 602.77, a pilot who completes a flight for which a flight plan was filed must ensure that an arrival report is submitted to an appropriate air traffic services unit or community aerodrome radio station, unless an applicable exception or authorized pre-landing closure procedure applies. Simply parking the aircraft or completing the journey log does not automatically satisfy the reporting requirement.

Q9: ESTIMATED ELAPSED TIME CALCULATION: When a single VFR flight plan includes an intermediate stop, the estimated elapsed time must include both the flying time and the duration of the stop. In this example, 1 hour 10 minutes plus 35 minutes plus 1 hour 25 minutes equals 3 hours 10 minutes. This is the total time that must be entered in the flight plan.

Q10: INTERMEDIATE STOP DURATION: Transport Canada flight planning procedures require that the estimated elapsed time of a VFR flight plan containing short intermediate stops include the total flying time for all legs and the duration of those stops. This provides an accurate estimate of the total time required to reach the final destination.

Q11: RECORDING INTERMEDIATE STOPS: According to the Transport Canada Aeronautical Information Manual, an intermediate stop is identified in the Route field by repeating the stopping point's aerodrome identifier with the stop duration between the two identifiers. The duration is recorded as four consecutive digits representing hours and minutes. Therefore, "CYXU 0035 CYXU" correctly identifies a 35-minute stop at London International Airport.

REFERENCES

- Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 9.0: Flight Plans and Flight Itineraries
- Canadian Aviation Regulations (CARs), Section 602.70: Interpretation
- Canadian Aviation Regulations (CARs), Section 602.73: Requirement to File a Flight Plan or a Flight Itinerary
- Canadian Aviation Regulations (CARs), Section 602.75: Filing of a Flight Plan or a Flight Itinerary
- Canadian Aviation Regulations (CARs), Section 602.76: Changes in the Flight Plan
- Canadian Aviation Regulations (CARs), Section 602.77: Requirement to File an Arrival Report
- Canadian Aviation Regulations (CARs), Section 602.88: Fuel Requirements
- Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC), Flight Plans and Flight Itineraries

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SECTION 10: AIRCRAFT OPERATION (14 QUESTIONS)

Q1. Following an emergency landing in a remote area, the pilot determines that the Emergency Locator Transmitter (ELT) is required to assist search and rescue services. Which statement correctly describes the recommended use of the ELT?
A) Activate it only during the first five minutes of each UTC hour.
B) Wait until the estimated arrival time has passed before activating it.
C) Activate it immediately and leave it operating to assist rescue services.
D) Activate it only during daylight hours to conserve battery power.

Q2. A maintenance technician is reviewing the permitted testing period for a conventional 121.5 MHz Emergency Locator Transmitter. Under Canadian regulations, when may a brief test transmission be conducted?
A) During the first five minutes of any UTC hour, with transmission limited to five seconds.
B) At any time, provided that the aircraft is parked.
C) Only during the final five minutes of each UTC hour.
D) Whenever the aircraft radio is operating on 121.5 MHz.

Q3. Following a routine flight, a pilot wants to verify that the aircraft's ELT is not transmitting an unintended distress signal. Which method provides the most appropriate indication?
A) Checking that the aircraft's master electrical switch is off.
B) Verifying that the aircraft's navigation lights have been turned off.
C) Reviewing the aircraft's most recent maintenance release.
D) Monitoring 121.5 MHz for an ELT signal.

Q4. During a maintenance inspection, an aircraft's Emergency Locator Transmitter is accidentally activated. Once the unintended transmission has been identified, which organization should be notified?
A) The aircraft manufacturer's technical support department.
B) The nearest Air Traffic Services (ATS) unit.
C) The airport's commercial operations department.
D) The aircraft insurance provider.

Q5. A pilot observes an aircraft parked on the apron with its engine running and no person inside the cockpit. Under Canadian aviation regulations, which condition must be satisfied?
A) The aircraft must be located within 50 metres of the airport terminal.
B) The aircraft must have a maximum certified takeoff weight below 2,000 kilograms.
C) Aircraft movement must be restrained, and the running aircraft must not be left unattended.
D) The aircraft must be equipped with a functioning autopilot.

Q6. A student pilot is preparing for departure when a thunderstorm begins approaching the aerodrome. Which statement best explains why takeoff or landing near the storm should be avoided?
A) Sudden wind shifts, wind shear, and low-level turbulence may create hazardous flight conditions.
B) Thunderstorms affect aircraft only when lightning strikes the airframe.
C) Aircraft can safely operate below a thunderstorm whenever the runway remains visible.
D) Thunderstorm turbulence is generally limited to altitudes above 10,000 feet.

Q7. A pilot is approaching an aerodrome where an isolated thunderstorm is moving across the airport area. Which decision best reflects recommended aviation safety practices?
A) Continue the approach because isolated thunderstorms normally produce limited turbulence.
B) Remain clear of the thunderstorm and delay the approach until the hazardous conditions have passed.
C) Continue the landing because the storm is expected to move away shortly.
D) Request an immediate landing to avoid extending the flight.

Q8. During an airport safety briefing, a student pilot reviews the jet blast hazard associated with a medium-sized jet transport operating at takeoff thrust. According to the Transport Canada PSTAR reference, the blast danger area may extend at least how far behind the aircraft?
A) 450 feet.
B) 600 feet.
C) 900 feet.
D) 1,200 feet.

Q9. A pilot is studying the ground-idle jet blast hazard associated with a jumbo jet aeroplane. According to the Transport Canada PSTAR reference, what is the approximate minimum distance behind the aircraft included in the ground-idle blast danger area?
A) 200 feet.
B) 450 feet.
C) 600 feet.
D) 1,200 feet.

Q10. During a ground operations briefing, an instructor discusses the ground-idle blast danger area behind a medium-sized jet aeroplane. Which distance is identified in the Transport Canada PSTAR reference?
A) 450 feet.
B) 200 feet.
C) 600 feet.
D) 750 feet.

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SECTION 10: AIRCRAFT OPERATION (14 QUESTIONS)

Q11. A student pilot is reviewing the ground-idle jet blast hazard behind an executive jet aeroplane. According to the Transport Canada PSTAR reference, which distance is associated with this hazard area?
A) 120 feet.
B) 200 feet.
C) 450 feet.
D) 600 feet.

Q12. During an airport operations lesson, a student pilot learns about propeller blast generated by a large turboprop aircraft while taxiing. According to the Transport Canada PSTAR reference, a blast of approximately 45 knots may extend how far behind the propellers?
A) 120 feet.
B) 100 feet.
C) 80 feet.
D) 60 feet.

Q13. At a controlled airport, ATC advises that simultaneous operations are being conducted on intersecting runways. Which type of landing clearance may be issued under the applicable procedures?
A) A clearance to land while another aircraft is crossing the same landing path without separation.
B) A clearance to use any runway without further coordination.
C) A clearance to land and hold short of the intersecting runway.
D) A clearance to land without observing runway holding restrictions.

Q14. A pilot receives a Land and Hold Short Operations (LAHSO) clearance but determines that the aircraft cannot safely stop before the designated intersection. What is the appropriate response?
A) Advise ATC immediately that the clearance cannot be accepted or complied with safely.
B) Accept the clearance and continue the landing regardless of the available stopping distance.
C) Continue the landing and cross the intersection if no other aircraft are visible.
D) Accept the clearance and notify ATC only after the aircraft has stopped.

ANSWER KEY

SECTION 10: AIRCRAFT OPERATION (14 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C, Q6: A, Q7: B, Q8: D, Q9: C, Q10: A, Q11: B, Q12: D, Q13: C, Q14: A

ANSWER EXPLANATIONS

Q1: EMERGENCY LOCATOR TRANSMITTER: In an emergency requiring search and rescue assistance, an ELT should be activated immediately and left operating. The transmitter provides a distress signal to assist rescue services in locating the aircraft.

Q2: ELT TESTING REQUIREMENTS: Under Canadian regulations, conventional 121.5 MHz ELT operational test transmissions are restricted to the first five minutes of any UTC hour and must not exceed five seconds. Different procedures apply to 406 MHz ELTs, which must be tested according to the manufacturer's approved instructions.

Q3: UNINTENDED ELT TRANSMISSION: Monitoring the international emergency frequency of 121.5 MHz provides a means of detecting an unintended conventional ELT transmission. Checking electrical switches alone does not establish that a self-powered ELT has stopped transmitting.

Q4: ACCIDENTAL ELT ACTIVATION: Accidental ELT activations should be reported promptly to the nearest Air Traffic Services unit. Timely reporting helps avoid unnecessary search and rescue responses and allows the relevant authorities to assess the transmission.

Q5: AIRCRAFT ENGINE GROUND OPERATION: Under CAR 602.10, an aircraft with an engine running on the ground must not be left unattended when no person remains on board. Appropriate precautions must also be in place to prevent unintended aircraft movement.

Q6: THUNDERSTORM HAZARDS: Thunderstorms may generate severe turbulence, sudden wind shifts, strong downdrafts, and wind shear near the ground. These hazards can affect aircraft during takeoff and landing, even when visibility beneath the storm appears acceptable.

Q7: FLIGHT OPERATIONS NEAR THUNDERSTORMS: An approaching thunderstorm can create hazardous conditions around an aerodrome. Delaying the approach while remaining clear of the storm until conditions improve reduces exposure to turbulence, wind shear, and rapidly changing winds.

Q8: MEDIUM JET TAKEOFF BLAST: The Transport Canada PSTAR reference identifies a takeoff-thrust blast danger area extending at least 1,200 feet behind a medium-sized jet transport. The actual hazardous area varies with aircraft type, engine thrust, and environmental conditions and may extend beyond the reference distance.

Q9: JUMBO JET GROUND-IDLE BLAST: The Transport Canada PSTAR reference identifies a ground-idle blast danger area extending at least 600 feet behind a jumbo jet. Significant airflow may be present even when the aircraft engines are operating at idle thrust.

Q10: MEDIUM JET GROUND-IDLE BLAST: The reference ground-idle blast danger area behind a medium-sized jet aeroplane extends at least 450 feet. Jet blast can create hazards for nearby aircraft, vehicles, equipment, and ground personnel.

Q11: EXECUTIVE JET GROUND-IDLE BLAST: The Transport Canada PSTAR reference identifies a ground-idle blast danger area of approximately 200 feet behind an executive jet. Although executive jets are smaller than large commercial aircraft, their engine exhaust can still create hazardous airflow.

Q12: TURBOPROP PROPELLER BLAST: The Transport Canada PSTAR reference indicates that a propeller blast of approximately 45 knots may occur as far as 60 feet behind the propellers of a large turboprop aircraft during taxi. Propeller-generated airflow can present a significant hazard during ground operations.

Q13: LAND AND HOLD SHORT OPERATIONS: Land and Hold Short Operations (LAHSO) allow certain simultaneous operations involving intersecting runways. Under an applicable LAHSO clearance, an arriving aircraft is required to land and remain clear of the designated runway intersection or holding point.

Q14: LAHSO CLEARANCE ACCEPTANCE: A pilot must determine whether a LAHSO clearance can be complied with safely. If the pilot cannot accept the clearance because of aircraft performance, runway conditions, or another safety concern, ATC should be advised immediately so that another arrangement can be made.

REFERENCES

- Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 11.0: Aircraft Operations
- Canadian Aviation Regulations (CARs), Section 602.10: Starting and Ground Running of Aircraft Engines
- Canadian Aviation Regulations (CARs), Section 605.40: ELT Activation
- Transport Canada Aeronautical Information Manual (TC AIM), Search and Rescue (SAR): Emergency Locator Transmitters
- Transport Canada Aeronautical Information Manual (TC AIM), Airmanship (AIR): Flight Operations Near Thunderstorms
- Transport Canada Aeronautical Information Manual (TC AIM), Airmanship (AIR): Jet and Propeller Blast Danger
- Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC): Land and Hold Short Operations

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SECTION 11: CONTROLLED AIRSPACE (12 QUESTIONS)

Q1. A student pilot is reviewing Canadian airspace classifications before a cross-country flight. Which statement correctly defines controlled airspace under Canadian Aviation Regulations?
A) Any airspace surrounding an aerodrome with a published radio frequency.
B) Airspace of defined dimensions within which an air traffic control service is provided.
C) Airspace exclusively reserved for commercial airline operations.
D) Any airspace in which pilots are required to operate under Instrument Flight Rules.

Q2. A private pilot is conducting a VFR flight within controlled airspace in Canada. Which minimum cloud separation must be maintained under normal VFR requirements?
A) 1,000 feet vertically and 2 statute miles horizontally.
B) 500 feet vertically and 2,000 feet horizontally.
C) 1,000 feet vertically and 1 statute mile horizontally.
D) 500 feet vertically and 1 statute mile horizontally.

Q3. During flight planning, a student pilot intends to operate VFR within a Canadian low-level airway. What is the minimum required flight visibility under normal VFR conditions?
A) 3 statute miles.
B) 2 statute miles.
C) 1 statute mile.
D) 5 statute miles.

Q4. A VFR aircraft is operating within a Canadian control zone. The pilot observes a cloud formation extending across the intended route. What minimum horizontal distance from cloud is required under normal VFR regulations?
A) 2,000 feet.
B) 3 statute miles.
C) 1 statute mile.
D) 500 feet.

Q5. A student pilot conducting a VFR cross-country flight intends to pass through a Class C control zone without landing at the associated airport. Which requirement must be satisfied before entering the airspace?
A) The pilot must notify the nearest Flight Service Station after entering the control zone.
B) The pilot must obtain an ATC clearance before entering the Class C airspace.
C) The pilot may enter without clearance if the aircraft remains above circuit altitude.
D) The pilot must remain on the published traffic circuit frequency without contacting ATC.

Q6. During daylight hours, a pilot operating a single-engine aeroplane requests Special VFR authorization to transit a Canadian control zone. Assuming all other applicable requirements are satisfied, what minimum flight visibility is required?
A) ½ statute mile.
B) 2 statute miles.
C) 3 statute miles.
D) 1 statute mile.

Q7. A helicopter pilot requests Special VFR authorization during daylight hours within a Canadian control zone. Under the applicable regulations, what is the minimum flight visibility permitted for this operation, provided all other requirements are satisfied?
A) ½ statute mile.
B) 1 statute mile.
C) 2 statute miles.
D) 3 statute miles.

Q8. During a ground school briefing, an instructor explains the purpose of Special VFR operations in Canada. Within which type of airspace is Special VFR authorization applicable?
A) Any uncontrolled airspace below 1,000 feet AGL.
B) Any low-level airway.
C) A control zone.
D) Any Class G airspace.

Q9. A VFR aircraft is approaching a controlled Canadian airport. The pilot intends to enter the associated control zone for landing. When should initial radio contact normally be established with the control tower?
A) Immediately after entering the control zone.
B) Before entering the control zone.
C) After joining the downwind leg.
D) Only when the aircraft is established on final approach.

Q10. A private pilot plans a VFR flight through Class B airspace in Canada. Which statement correctly describes the authorization required for this operation?
A) VFR aircraft may enter Class B airspace without contacting ATC if visibility exceeds five miles.
B) Class B airspace is restricted exclusively to aircraft operating under IFR.
C) VFR entry is permitted whenever the aircraft is equipped with a functioning transponder.
D) VFR flight in Class B airspace requires an appropriate ATC clearance.

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SECTION 11: CONTROLLED AIRSPACE (12 QUESTIONS)

Q11. A student pilot is approaching a Class C control zone and attempts to contact ATC. The pilot has not yet received a response or entry clearance. Which statement correctly describes the applicable requirement?
A) The pilot must obtain the required ATC clearance before entering the Class C airspace.
B) The pilot may enter after transmitting the aircraft's position twice.
C) The pilot may enter the control zone if no conflicting aircraft are visible.
D) The pilot may enter without authorization if the aircraft remains below 1,000 feet AGL.

Q12. A VFR aircraft is operating within a Class C Terminal Control Area (TCA) in Canada. Unless otherwise authorized, which communication requirement applies throughout the flight within this airspace?
A) Radio communication is required only when entering the associated control zone.
B) The pilot must monitor the emergency frequency but does not need to contact ATC.
C) The pilot must establish and maintain radio communication with the appropriate ATC unit.
D) Communication with ATC is required only during takeoff and landing.

ANSWER KEY

SECTION 11: CONTROLLED AIRSPACE (12 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: D, Q7: A, Q8: C, Q9: B, Q10: D, Q11: A, Q12: C

ANSWER EXPLANATIONS

Q1: DEFINITION OF CONTROLLED AIRSPACE: Under Canadian Aviation Regulations, controlled airspace is airspace of defined dimensions within which an air traffic control service is provided. Controlled airspace includes designated classes such as A, B, C, D, and E, each with specific operating requirements. Controlled airspace is not limited to airports or commercial airline operations.

Q2: VFR CLOUD CLEARANCE IN CONTROLLED AIRSPACE: Under CAR 602.114, aircraft operating VFR within controlled airspace must remain at least 500 feet vertically and one statute mile horizontally from cloud. These separation requirements support safe visual flight operations and help maintain adequate clearance from instrument meteorological conditions.

Q3: MINIMUM FLIGHT VISIBILITY IN A LOW-LEVEL AIRWAY: Under CAR 602.114, VFR flight within controlled airspace requires a minimum flight visibility of three statute miles. This requirement applies to low-level airways classified as controlled airspace and is intended to provide adequate visibility for visual navigation and traffic awareness.

Q4: HORIZONTAL CLOUD SEPARATION IN A CONTROL ZONE: VFR aircraft operating within Canadian control zones must maintain at least one statute mile of horizontal separation from cloud and 500 feet of vertical separation. The aircraft must also satisfy the applicable flight visibility, ground visibility, and minimum-height requirements.

Q5: CLASS C AIRSPACE ENTRY CLEARANCE: Under CAR 601.08, a VFR aircraft must receive clearance from the appropriate ATC unit before entering Class C airspace, subject to specific regulatory provisions. The requirement applies even when the aircraft intends only to transit the control zone without landing at the associated airport.

Q6: SPECIAL VFR FOR FIXED-WING AIRCRAFT: Under CAR 602.117, Special VFR operations involving aircraft other than helicopters require flight visibility of at least one statute mile. When ground visibility is reported, it must also meet the applicable minimum. Special VFR requires authorization from ATC, and the aircraft must remain clear of cloud with visual reference to the surface.

Q7: HELICOPTER SPECIAL VFR MINIMUM VISIBILITY: Canadian Aviation Regulations allow helicopters operating under Special VFR to use a minimum flight visibility of one-half statute mile, provided the applicable authorization and operational requirements are satisfied. When ground visibility is reported, it must also be at least one-half statute mile. The helicopter must remain clear of cloud and maintain visual reference to the surface.

Q8: SPECIAL VFR AIRSPACE APPLICATION: Special VFR is an authorized operation within a control zone when normal VFR visibility requirements cannot be met but the applicable Special VFR conditions can be satisfied. Authorization must be obtained from the appropriate ATC unit. Special VFR authorization does not generally apply to uncontrolled Class G airspace or low-level airways outside a control zone.

Q9: INITIAL CONTACT WITH THE CONTROL TOWER: A pilot approaching a controlled airport should establish the required radio communication before entering the associated control zone. This allows ATC to identify the aircraft, obtain relevant flight information, and issue the necessary instructions or clearances before the aircraft enters the controlled area.

Q10: VFR OPERATIONS IN CLASS B AIRSPACE: Under CAR 601.07, VFR operations in Class B airspace require an appropriate ATC clearance. This airspace supports both IFR and authorized VFR operations under defined conditions. Aircraft equipment, communication capability, and compliance with the applicable requirements remain necessary.

Q11: CLASS C ENTRY AUTHORIZATION: A pilot operating a VFR aircraft must receive the required ATC clearance before entering Class C airspace. Merely transmitting a radio call does not constitute authorization. If the pilot has not received the necessary clearance, entry is not permitted under the normal procedure.

Q12: RADIO COMMUNICATION IN CLASS C TERMINAL AIRSPACE: VFR aircraft operating within Class C terminal control areas must establish and maintain two-way radio communication with the appropriate ATC unit, unless otherwise authorized. Communication must be maintained throughout the operation to support traffic coordination and the application of relevant ATC procedures.

REFERENCES

- Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 12.0: Controlled Airspace
- Canadian Aviation Regulations (CARs), Section 101.01: Interpretation and Definitions
- Canadian Aviation Regulations (CARs), Section 601.07: VFR Flight in Class B Airspace
- Canadian Aviation Regulations (CARs), Section 601.08: VFR Flight in Class C Airspace
- Canadian Aviation Regulations (CARs), Section 602.114: Minimum Visual Meteorological Conditions for VFR Flight
- Canadian Aviation Regulations (CARs), Section 602.117: Special VFR Flight
- Transport Canada Aeronautical Information Manual (TC AIM), Rules of the Air and Air Traffic Services (RAC): Canadian Airspace Classification and VFR Weather Minima

FIA PILOT® PSTAR EXAM PRACTICE 2027
SECTION 12: AVIATION OCCURRENCES (5 QUESTIONS)

Q1. Following an aviation accident in Canada, the Transportation Safety Board of Canada (TSB) initiates an independent safety investigation. What is the primary purpose of this investigation?
A) To determine which individual should receive a financial penalty.
B) To establish civil or criminal liability for the accident.
C) To identify safety deficiencies and prevent similar occurrences in the future.
D) To evaluate whether the aircraft operator maintains adequate insurance coverage.

Q2. A student pilot is preparing for a cross-country flight and wishes to review the official procedures for reporting civil aviation accidents and incidents in Canada. Which publication provides this information?
A) The Transport Canada Aeronautical Information Manual (TC AIM).
B) The aircraft's Pilot Operating Handbook (POH).
C) The Canada Flight Supplement (CFS) only.
D) The aircraft manufacturer's maintenance manual.

Q3. A Canadian-registered aircraft is involved in a reportable aviation accident. The pilot-in-command is able to communicate with the appropriate authorities. When must the available information about the occurrence be reported to the Transportation Safety Board of Canada?
A) Within seven days after the accident.
B) Within 24 hours after the aircraft is recovered.
C) Within 48 hours after the operator completes an internal investigation.
D) As soon as possible and by the quickest means available.

Q4. During an aircraft operation, an aeroplane sustains substantial structural damage that adversely affects its flight characteristics and would normally require major repair. No serious injuries are reported. How should this occurrence be treated under Canadian aviation reporting regulations?
A) As a routine maintenance event that does not require notification.
B) As a reportable aviation accident requiring notification to the TSB.
C) As a minor operational irregularity that requires only a journey log entry.
D) As a reportable occurrence only if the aircraft was operating commercially.

Q5. A Canadian aircraft fails to arrive at its planned destination, and subsequent efforts are unable to locate it. Under Transportation Safety Board reporting regulations, how is an aircraft that is missing classified?
A) As a routine flight delay until the aircraft is recovered.
B) As a non-reportable aviation incident.
C) As a reportable aviation accident.
D) As an aviation occurrence requiring notification only if structural damage is confirmed.

ANSWER KEY

SECTION 12: CONTROLLED AIRSPACE (12 QUESTIONS)

ANSWER KEY

Q1: C, Q2: A, Q3: D, Q4: B, Q5: C

ANSWER EXPLANATIONS

Q1: OBJECTIVE OF AVIATION SAFETY INVESTIGATIONS: The primary objective of an aviation safety investigation conducted by the Transportation Safety Board of Canada (TSB) is to advance transportation safety by identifying the causes, contributing factors, and safety deficiencies associated with an occurrence. The findings are intended to support recommendations that reduce the risk of similar events occurring in the future. The TSB does not assign fault or determine civil or criminal liability.

Q2: AVIATION OCCURRENCE REPORTING PROCEDURES: The Transport Canada Aeronautical Information Manual (TC AIM), General (GEN) section, provides information concerning aviation occurrence reporting procedures in Canada. It explains the categories of reportable occurrences, the responsibilities of persons involved, and the information required when notifying the Transportation Safety Board. Pilots should consult the current edition to understand their reporting obligations.

Q3: REPORTING TIME REQUIREMENTS: Under Section 2(3) of the Transportation Safety Board Regulations, a person required to report an aviation occurrence must provide the information available at the time as soon as possible and by the quickest means available. Information that is not immediately available must be provided as it becomes available within 30 days after the occurrence. Reporting should not be delayed while waiting for a complete investigation.

Q4: REPORTABLE AVIATION ACCIDENTS: An occurrence involving aircraft structural failure or damage that adversely affects structural strength, performance, or flight characteristics and would normally require major repair or replacement of an affected component is generally classified as a reportable aviation accident, subject to the specific regulatory exceptions. Serious injuries are not required for an occurrence to meet this definition.

Q5: MISSING AIRCRAFT CLASSIFICATION: Under Canadian Transportation Safety Board reporting regulations, an aircraft that is missing or inaccessible is classified as a reportable aviation accident. Confirmation of structural damage or injuries is not necessary for this classification. The required occurrence information must be reported to the TSB in accordance with the applicable reporting procedures.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 12.0: Aviation Occurrences**
- **Transport Canada Aeronautical Information Manual (TC AIM 2026), General (GEN), Section 3.0: Transportation Safety Board of Canada**
- **TC AIM, GEN 3.3: Reporting an Aviation Occurrence**
- **Transportation Safety Board Regulations (SOR/2014-37), Section 2: Mandatory Reporting – Aviation Occurrences**
- **Canadian Transportation Accident Investigation and Safety Board Act, Section 7: Object and Functions of the Board**

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SECTION 13: REGULATIONS CANADIAN AIRSPACE (21 QUESTIONS)

Q1. A private pilot is planning a cross-country flight that will enter a Canadian Air Defence Identification Zone (ADIZ). Which statement correctly describes the applicability of ADIZ regulations?
A) ADIZ requirements apply only to commercial aircraft operating under IFR.
B) ADIZ requirements apply to all aircraft operating within the designated area, subject to applicable provisions.
C) ADIZ requirements apply only to aircraft operating above 12,500 feet ASL.
D) ADIZ requirements apply only to aircraft travelling at speeds greater than 180 knots.

Q2. A student pilot is reviewing the fundamental requirements for operating an aircraft under Visual Flight Rules (VFR) in Canada. Under normal VFR conditions, which requirement applies?
A) The aircraft must remain outside all controlled airspace.
B) The aircraft must operate exclusively below 10,000 feet ASL.
C) The aircraft must maintain continuous radar contact with ATC.
D) The aircraft must be operated with visual reference to the surface.

Q3. A helicopter is operating during daylight hours in uncontrolled Canadian airspace below 1,000 feet AGL. Assuming no special authorization or exemption applies, what is the minimum required flight visibility?
A) 1 statute mile.
B) ½ statute mile.
C) 2 statute miles.
D) 3 statute miles.

Q4. A VFR aircraft is operating below 1,000 feet AGL in uncontrolled Canadian airspace. What minimum separation from cloud is required under normal VFR conditions?
A) 500 feet vertically and 2,000 feet horizontally.
B) 500 feet vertically and 1 statute mile horizontally.
C) The aircraft must remain clear of cloud.
D) 1,000 feet vertically and 1 statute mile horizontally.

Q5. During a cross-country flight, a pilot considers releasing an object from the aircraft. Which statement correctly describes the general restriction under Canadian Aviation Regulations?
A) An object may be dropped whenever the aircraft is flying above 2,000 feet AGL.
B) An object must not be dropped if doing so would create a hazard to persons or property.
C) Objects may be released without restriction when flying over unpopulated areas.
D) All objects must be attached to parachutes before being released.

Q6. During an aviation regulations briefing, a student is asked to identify a location where aerobatic manoeuvres are prohibited under the general restrictions in Canadian Aviation Regulations. Which location is correct?
A) An area of uncontrolled airspace with no nearby aerodromes.
B) A designated training area with the applicable authorization.
C) An area where the activity has been coordinated with the appropriate aviation authority.
D) Directly over a built-up area or an open-air assembly of persons.

Q7. A pilot is reviewing Canadian Aviation Regulations concerning alcohol, drugs, and fitness for flight crew duties. Which statement accurately reflects the safety obligations of a crew member?
A) A person must not act as a crew member while impaired by alcohol or by a drug that endangers flight safety, and must comply with the applicable alcohol-related restrictions.
B) A crew member may perform flight duties whenever the aircraft is operated under VFR.
C) The restrictions apply only to pilots conducting commercial passenger flights.
D) Flight crew fitness requirements apply only when the aircraft is operating in controlled airspace.

Q8. Under Canadian Aviation Regulations, how is the term "Day" defined for aviation purposes?
A) The period between sunrise and sunset.
B) The period beginning one hour before sunrise and ending one hour after sunset.
C) The period between the beginning of morning civil twilight and the end of evening civil twilight.
D) The period between the end of morning civil twilight and the beginning of evening civil twilight.

Q9. A student pilot is reviewing Canadian aviation definitions for determining whether a flight is classified as a night operation. Which period is defined as "Night"?
A) The period between sunset and sunrise.
B) The period between the end of evening civil twilight and the beginning of morning civil twilight.
C) The period beginning 30 minutes after sunset and ending 30 minutes before sunrise.
D) The period between the beginning of evening civil twilight and the end of morning civil twilight.

Q10. A student pilot is studying Canadian regulations concerning formation flight. Which statement correctly describes a fundamental regulatory requirement?
A) Formation flights are permitted without coordination whenever the aircraft operate under VFR.
B) Formation flight is permitted only when every participating aircraft is operated commercially.
C) Formation flight does not require prior arrangements if all participating pilots hold valid licences.
D) Formation flight must be prearranged by the pilots-in-command of the participating aircraft.

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SECTION 13: REGULATIONS CANADIAN AIRSPACE (21 QUESTIONS)

Q11. During flight planning, a pilot identifies a section of Class F airspace designated as CYR on a Canadian aeronautical chart. The area is active. Which statement correctly describes the general restriction?
A) Entry requires permission from the responsible user agency, subject to the applicable regulations.
B) Entry is permitted to any aircraft equipped with a functioning transponder.
C) Entry is permitted without authorization when operating below 3,000 feet AGL.
D) Entry is automatically permitted to any aircraft operating under a VFR flight plan.

Q12. A private pilot is reviewing a Canadian aeronautical chart showing active Class F advisory airspace designated CYA. Which statement best describes the recommended treatment of this airspace by non-participating VFR aircraft?
A) All aircraft are prohibited from entering advisory airspace without a military escort.
B) Advisory airspace may be ignored because it does not contain operational hazards.
C) Non-participating VFR aircraft are encouraged to avoid active advisory areas identified on aeronautical charts and NOTAMs.
D) Advisory airspace is accessible only to aircraft operating under IFR.

Q13. A helicopter is operating over a built-up area in Canada. Except during takeoff, approach, or landing and unless otherwise permitted, what minimum altitude is required above the highest obstacle located within 500 feet horizontally of the helicopter?
A) 500 feet.
B) 1,000 feet.
C) 1,500 feet.
D) 2,000 feet.

Q14. An aeroplane is operating over a sparsely populated area in Canada, away from a takeoff, approach, or landing operation. Unless an applicable exemption applies, what minimum distance must normally be maintained from any person, vessel, vehicle, or structure?
A) 200 feet.
B) 300 feet.
C) 1,000 feet.
D) 500 feet.

Q15. A private pilot is reviewing Canadian regulations concerning takeoffs and landings within the built-up area of a city or town. Under normal circumstances, which location is generally permitted for these operations?
A) An airport, heliport, or military aerodrome, as applicable to the aircraft.
B) Any open field with adequate space for aircraft movement.
C) Any privately owned property when permission has been obtained from the owner.
D) Any paved surface located at least 500 feet from nearby buildings.

Q16. A student pilot is studying Canadian VFR cruising altitude requirements. Above what height AGL do the applicable cruising altitude rules generally apply to aircraft in level cruising flight, subject to specified exceptions?
A) 1,000 feet AGL.
B) 2,000 feet AGL.
C) 3,000 feet AGL.
D) 5,000 feet AGL.

Q17. A VFR aircraft is cruising in level flight above 3,000 feet AGL in Southern Domestic Airspace. Its magnetic track is 290°, and ATC has not assigned another altitude. Which of the following cruising altitudes is consistent with the applicable Canadian VFR cruising altitude table?
A) 5,500 feet ASL.
B) 6,500 feet ASL.
C) 7,500 feet ASL.
D) 8,000 feet ASL.

Q18. A pilot is determining the appropriate cruising altitude for a VFR flight in Canada's Southern Domestic Airspace. Which reference should normally be used to select the correct cruising altitude under CAR 602.34?
A) The aircraft's true heading.
B) The aircraft's magnetic heading.
C) The aircraft's true track.
D) The aircraft's magnetic track.

Q19. A holder of a Canadian pilot licence or permit may be required to produce the document for inspection by authorized persons. In addition to persons authorized by the Minister and peace officers, which of the following officials may demand its production under CAR 103.02?
A) Immigration officers.
B) Airport retail employees.
C) Flight training school reception staff.
D) Aircraft refuelling personnel.

Q20. A student pilot is reviewing the vertical classification of Canadian Domestic Airspace. Which statement correctly defines Low-Level Airspace?
A) All airspace below 10,000 feet ASL.
B) All airspace extending from the surface to 12,500 feet ASL.
C) Canadian Domestic Airspace below 18,000 feet ASL.
D) All airspace below 25,000 feet ASL.

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SECTION 13: REGULATIONS CANADIAN AIRSPACE (21 QUESTIONS)

Q21. A student pilot is studying the typical vertical dimensions of Canadian control zones. Unless otherwise specified, from what lower limit and to what normal upper limit does a civil control zone generally extend?
A) From 700 feet AGL to 2,200 feet AGL.
B) From the surface to 3,000 feet above aerodrome elevation (AAE).
C) From 1,000 feet AGL to 5,000 feet ASL.
D) From the surface to 18,000 feet ASL.

REFERENCES

- **Transport Canada : PSTAR Study and Reference Guide, TP 11919, Seventh Edition (December 2022), Section 12.0: Regulations : Canadian Airspace**
- **Canadian Aviation Regulations (CARs), Sections 101.01 and 103.02**
- **Canadian Aviation Regulations (CARs), Sections 601.02 and 601.04**
- **Canadian Aviation Regulations (CARs), Sections 602.03, 602.13, 602.14, 602.23, 602.24 and 602.27**
- **Canadian Aviation Regulations (CARs), Sections 602.34, 602.114, 602.115 and 602.145**
- **Transport Canada Aeronautical Information Manual (TC AIM 2026), Rules of the Air and Air Traffic Services (RAC)**
- **NAV CANADA – Designated Airspace Handbook (DAH)**

ANSWER KEY

SECTION 13: REGULATIONS CANADIAN AIRSPACE (21 QUESTIONS)

ANSWER KEY

Q1: B, Q2: D, Q3: A, Q4: C, Q5: B, Q6: D, Q7: A, Q8: C, Q9: B, Q10: D, Q11: A, Q12: C, Q13: B, Q14: D, Q15: A, Q16: C, Q17: B, Q18: D, Q19: A, Q20: C, Q21: B

ANSWER EXPLANATIONS

Q1: AIR DEFENCE IDENTIFICATION ZONE (ADIZ): Under CAR 602.145, ADIZ requirements apply to aircraft entering or operating within designated Air Defence Identification Zones, subject to the applicable provisions. These requirements are not limited to commercial aircraft, high-altitude operations, or aircraft exceeding a specified airspeed. Pilots must comply with the relevant identification and flight reporting requirements.

Q2: VISUAL REFERENCE TO THE SURFACE: Under CAR 602.114 and 602.115, normal VFR operations require the aircraft to be operated with visual reference to the surface. This requirement applies in both controlled and uncontrolled airspace. A separate authorization framework exists for certain VFR Over-the-Top operations, but those are not ordinary VFR operations.

Q3: HELICOPTER VFR MINIMUM VISIBILITY: Under CAR 602.115, helicopters operating during daylight hours below 1,000 feet AGL in uncontrolled airspace normally require flight visibility of at least one statute mile. Specific exemptions or operating authorizations may permit different minima in limited circumstances.

Q4: VFR CLOUD CLEARANCE BELOW 1,000 FEET AGL: In uncontrolled airspace below 1,000 feet AGL, aircraft operating under VFR must remain clear of cloud. Unlike the rules applicable at or above 1,000 feet AGL, there is no separate numerical cloud-distance requirement in this altitude band. The applicable flight visibility and surface-reference requirements must also be satisfied.

Q5: DROPPING OBJECTS FROM AIRCRAFT: Under CAR 602.23, objects must not be dropped from an aircraft in flight if doing so creates a hazard to persons or property. The regulation focuses on preventing unsafe consequences rather than establishing a general permission based solely on altitude or population density.

Q6: AEROBATIC MANOEUVRE RESTRICTIONS: CAR 602.27 prohibits aerobatic manoeuvres over built-up areas and open-air assemblies of persons. Other restrictions relate to flight visibility, altitude, airspace classification, and coordination with the appropriate air traffic services unit. The purpose of these requirements is to reduce risks to aircraft occupants and people on the ground.

Q7: ALCOHOL, DRUGS, AND CREW FITNESS: CAR 602.03 prohibits acting as an aircraft crew member while under the influence of alcohol or while using a drug that impairs faculties to an extent that endangers aviation safety. It also establishes a minimum period during which flight crew duties are prohibited following alcohol consumption. Meeting a minimum time restriction does not override the prohibition on impairment.

Q8: DEFINITION OF DAY: Under CAR 101.01, "Day" is the period beginning at the start of morning civil twilight and ending at the end of evening civil twilight. This definition differs from the interval between sunrise and sunset because civil twilight extends beyond those events.

Q9: DEFINITION OF NIGHT: Under CAR 101.01, "Night" is the period beginning at the end of evening civil twilight and ending at the beginning of morning civil twilight. The distinction between day and night affects licensing privileges, equipment requirements, and other operational regulations.

Q10: FORMATION FLIGHT REQUIREMENTS: Under CAR 602.24, formation flights must be prearranged by the pilots-in-command of the aircraft involved. Formation flight is a specially coordinated activity and is not permitted merely because participating pilots hold valid licences or are operating under VFR. Appropriate qualifications, safety arrangements, and regulatory compliance remain essential.

Q11: CLASS F RESTRICTED AIRSPACE: Class F restricted airspace is identified by the designator CYR. Entry into active restricted airspace generally requires permission from the responsible user agency in accordance with CAR 601.04. The presence of radio equipment, a transponder, or a VFR flight plan does not automatically authorize entry.

Q12: CLASS F ADVISORY AIRSPACE: Class F advisory airspace is designated CYA and may be associated with activities requiring additional awareness from pilots. Non-participating VFR aircraft are encouraged to avoid such areas during active periods indicated in aeronautical publications or NOTAMs. Advisory classification does not necessarily impose the same entry restrictions as Class F restricted airspace.

Q13: HELICOPTER MINIMUM ALTITUDE OVER BUILT-UP AREAS: Under CAR 602.14, helicopters and other aircraft that are neither aeroplanes nor balloons must generally remain at least 1,000 feet above the highest obstacle within a horizontal distance of 500 feet when operating over built-up areas or open-air assemblies of persons. The aircraft must also be operated at an altitude that would allow an emergency landing without creating a hazard to people or property, subject to applicable exceptions.

Q14: MINIMUM DISTANCE FROM PERSONS AND STRUCTURES: Under CAR 602.14, outside the specified built-up-area circumstances, aircraft must generally remain at least 500 feet from any person, vessel, vehicle, or structure, except when conducting takeoff, approach, landing, or another operation permitted under the regulations.

Q15: TAKEOFFS AND LANDINGS WITHIN BUILT-UP AREAS: CAR 602.13 generally restricts takeoffs, approaches, and landings within built-up areas of cities or towns to airports, heliports, and military aerodromes, as applicable. Limited exceptions exist for specific legally authorized operations. Permission from a property owner alone does not replace the applicable aviation requirements.

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ANSWER KEY

SECTION 13: REGULATIONS CANADIAN AIRSPACE (21 QUESTIONS)

Q16: VFR CRUISING ALTITUDE REQUIREMENTS: Under CAR 602.34, cruising altitude requirements generally apply to aircraft in level cruising flight above 3,000 feet AGL, subject to the exceptions provided in the regulation. The appropriate cruising altitude depends on the aircraft's track and the applicable Canadian airspace region.

Q17: VFR CRUISING ALTITUDE – WESTBOUND TRACK: In Southern Domestic Airspace, a VFR aircraft following a magnetic track between 180° and 359° generally uses an even-thousand-foot cruising altitude plus 500 feet when the cruising altitude rules apply. For a magnetic track of 290°, 6,500 feet ASL is one of the applicable altitudes, provided it is suitable for the flight and complies with other requirements.

Q18: MAGNETIC TRACK IN SOUTHERN DOMESTIC AIRSPACE: CAR 602.34 specifies that cruising altitude selection in Southern Domestic Airspace is determined using magnetic track. This is different from magnetic heading, which may vary because of wind correction. In Northern Domestic Airspace, true track is used.

Q19: PRODUCTION OF PILOT DOCUMENTS: Under CAR 103.02, holders of aviation documents may be required to produce them for inspection by authorized persons, including persons authorized by the Minister, peace officers, and immigration officers. This requirement supports regulatory oversight and verification of aviation qualifications.

Q20: LOW-LEVEL AIRSPACE: Canadian Low-Level Airspace includes Canadian Domestic Airspace below 18,000 feet ASL. Airspace at or above 18,000 feet ASL is generally classified as High-Level Airspace. Additional airspace classifications and restrictions may apply within these vertical limits.

Q21: CONTROL ZONE VERTICAL LIMITS: Canadian civil control zones normally extend upward from the surface to 3,000 feet above aerodrome elevation unless otherwise specified. Actual dimensions and classifications are published in the relevant aeronautical charts and the Designated Airspace Handbook.