Pre-Solo Test of Air Regulations (PSTAR) Practice Exam (Sample)

Study Guide

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Questions

1. What is the immediate course of action if a pilot encounters a discrepancy with a clearance?

A. Advise ATC as soon as possible

B. Delay in reporting

C. Contact passengers

D. Request a change in altitude

2. Who is primarily responsible for the safety of the aircraft site after an accident?

A. The Ministry of Transportation

B. The TSB investigation team

C. The captain of the aircraft

D. The regional aviation authority

3. If an aircraft receives a flashing white light, what is expected from it?

A. Return to the starting point on the airport

B. Land at the nearest available airport

C. Start taxi towards the runway

D. Notify ATC of any issues

4. Who is responsible for remaining VFR during a flight when being vectored by ATC towards clouds?

A. The co-pilot

B. ATC

C. The aircraft owner

D. The pilot

5. What color marking is NOT typically used for runway indicators?

A. White

B. Red

C. Yellow

D. Blue

6. What does VFR stand for in aviation terms?

A. Visual Flight Rules

B. Very Fast Route

C. Variable Flight Restrictions

D. Vertical Flight Range

7. If a pilot is instructed to continue an approach to a runway that is clear of traffic but does not receive landing clearance, what should they do?

A. Proceed to land anyway

B. Request landing clearance

C. Circle around the airport

D. Begin a go-around procedure

8. After donating blood, how long should a pilot wait before acting as a flight crew member?

A. 24 hours

B. 48 hours

C. 72 hours

D. 1 week

9. What should non-participating VFR aircraft do in advisory airspace?

A. Encouraged to avoid flight during specified active periods

B. Must always maintain a minimum distance

C. Should only fly at night

D. Can fly freely at any times

10. When broadcasting on a MF without a ground station, who should pilots direct their transmissions to?

A. Aerodrome traffic

B. Nearby aircraft

C. Air Traffic Control

D. Flight Operations Center

Answers

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

Explanations

1. What is the immediate course of action if a pilot encounters a discrepancy with a clearance?

A. Advise ATC as soon as possible

B. Delay in reporting

C. Contact passengers

D. Request a change in altitude

If a pilot encounters a discrepancy with a clearance, the immediate course of action should be to advise Air Traffic Control (ATC) as soon as possible. This is crucial because clear communication with ATC helps ensure the safety of the flight and allows for the resolution of any misunderstandings or errors in flight instructions. Timely reporting of any discrepancies enables ATC to provide necessary guidance or corrections, which is essential for maintaining situational awareness and compliance with established protocols. Resolving the discrepancy swiftly ensures that the aircraft remains coordinated with other traffic and minimizes potential conflicts. It is part of the pilot's responsibilities to maintain open lines of communication with ATC and report any concerns immediately. This proactive approach ultimately enhances the safety of the flight, as any needed adjustments or clarifications can be addressed without unnecessary delay. The other options, such as delaying in reporting, contacting passengers, or requesting a change in altitude, may not address the issue directly or promptly enough to ensure safety. Delay in reporting can create complications in the management of air traffic and jeopardize the safety of other flights, while contacting passengers would divert attention from the necessary actions required in the cockpit. Requesting a change in altitude might not resolve the underlying discrepancy with the clearance and could lead to further confusion if

2. Who is primarily responsible for the safety of the aircraft site after an accident?

A. The Ministry of Transportation

B. The TSB investigation team

C. The captain of the aircraft

D. The regional aviation authority

The captain of the aircraft is primarily responsible for the safety of the aircraft site after an accident. This is rooted in the principle that the pilot in command is ultimately responsible for the safety and security of the aircraft and everyone on board. In the event of an accident, the captain's duties extend to ensuring that the scene is safe, managing any hazards, preventing unauthorized access, and safeguarding evidence for further investigation. While other entities like the Ministry of Transportation, the TSB investigation team, and the regional aviation authority play important roles in accident investigations and overall aviation safety, their involvement typically comes after the initial duties of the captain have been addressed. The captain's role is crucial in the immediate aftermath of an accident to maintain safety and order at the crash site.

3. If an aircraft receives a flashing white light, what is expected from it?

A. Return to the starting point on the airport

B. Land at the nearest available airport

C. Start taxi towards the runway

D. Notify ATC of any issues

When an aircraft receives a flashing white light from the control tower, it is signaling that the aircraft should return to the starting point on the airport. This signal is part of the air traffic control communication protocol, and it specifically instructs the pilot to taxi back to the point where they first started, which is typically the ramp or parking area. This communication is important for ensuring that any issues with the aircraft can be addressed promptly and safely, likely indicating that the aircraft should not be taking off or proceeding further along the taxiway. Receiving this signal generally means the aircraft is not cleared for any further action towards a runway or takeoff, reinforcing the requirement to return to the starting point for further instructions or checks. Understanding this signal is crucial for pilots to maintain safety and adhere to the air traffic control's directions.

4. Who is responsible for remaining VFR during a flight when being vectored by ATC towards clouds?

A. The co-pilot

B. ATC

C. The aircraft owner

D. The pilot

The pilot is responsible for maintaining Visual Flight Rules (VFR) during a flight, even when being vectored by Air Traffic Control (ATC) towards clouds. This responsibility stems from a fundamental principle in aviation that places the pilot in command at the helm of decision-making regarding the operation and safety of the aircraft. While ATC provides guidance and instructions for air traffic management, pilots are ultimately responsible for navigating their aircraft safely and ensuring that they maintain the required visibility and distance from clouds as dictated by VFR. This includes making the judgment call to disregard ATC instructions if they lead to a situation where VFR cannot be maintained safely. It's important for pilots to continuously assess their situation, including weather conditions and visibility, and to remain compliant with VFR requirements. Thus, the pilot must actively manage their flight path to remain outside of clouds and maintain visual control, demonstrating that the responsibility for VFR conditions lies squarely on their shoulders.

5. What color marking is NOT typically used for runway indicators?

A. White

B. Red

C. Yellow

D. Blue

Runway indicators, which guide pilots during takeoff and landing operations, utilize specific colors to convey crucial information regarding the runway environment. Among the color markings used, white is typically employed for runway markings, red indicates a warning or stop, and yellow is utilized for taxiway markings or to denote certain safety areas. Blue marking, however, is not generally used for runway indicators. Instead, blue lights are primarily associated with taxiways and are used to outline them, indicating safe paths for aircraft movement on the ground. This distinction helps pilots quickly differentiate between the various types of markings and lights they encounter, ensuring safer and more effective navigation around the airport and during flight operations.

6. What does VFR stand for in aviation terms?

A. Visual Flight Rules

B. Very Fast Route

C. Variable Flight Restrictions

D. Vertical Flight Range

VFR stands for Visual Flight Rules. This term is used in aviation to refer to the regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going, hence the term "visual." Under VFR, pilots are responsible for maintaining visual reference to the ground during flight, which allows them to navigate and avoid obstacles without relying solely on instruments. VFR operations are crucial for general aviation and flying small aircraft, as they enable pilots to fly in less restrictive airspace when the visibility is sufficient. These rules differ from Instrument Flight Rules (IFR), which require pilots to fly primarily by reference to instruments in situations where visibility is limited. Understanding VFR is essential for new pilots, as it encompasses basic navigation principles and influences how they plan and conduct flights, ensuring both safety and compliance with aviation regulations.

7. If a pilot is instructed to continue an approach to a runway that is clear of traffic but does not receive landing clearance, what should they do?

A. Proceed to land anyway

B. Request landing clearance

C. Circle around the airport

D. Begin a go-around procedure

In a situation where a pilot is on approach to a runway that is clear of traffic but has not received landing clearance, the appropriate action is to request landing clearance. Communication with air traffic control is essential for maintaining safety and ensuring that all procedures are followed correctly. Requesting landing clearance allows the pilot to confirm their intention to land and provides air traffic control the opportunity to assess the situation, ensuring that the airport environment is safe for landing. Since landing without clearance could lead to major safety incidents or violations of regulations, actively seeking confirmation helps maintain the structured flow of air traffic. By choosing to contact air traffic control, the pilot also demonstrates adherence to procedural protocol, which is crucial for effective aviation operations. This action ensures that both the pilot and the air traffic controllers are on the same page regarding the landing intentions and current airspace status.

8. After donating blood, how long should a pilot wait before acting as a flight crew member?

A. 24 hours

B. 48 hours

C. 72 hours

D. 1 week

Pilots are required to adhere to specific guidelines when it comes to their fitness to fly, particularly after situations like donating blood. The regulation stipulates that a pilot must wait 48 hours after donating a significant amount of blood, typically considered to be more than 200 cc or a pint. This waiting period is necessary to ensure that the pilot has fully recovered from any potential effects of blood donation, such as decreased blood volume and potential fatigue, which could impair their ability to operate an aircraft safely. Flying soon after blood donation could lead to symptoms such as dizziness or light-headedness, which could compromise the decision-making and physical capabilities required for flight. By adhering to the 48-hour guideline, pilots can ensure they are back to optimal health, minimizing risks to themselves and their passengers.

9. What should non-participating VFR aircraft do in advisory airspace?

A. Encouraged to avoid flight during specified active periods

B. Must always maintain a minimum distance

C. Should only fly at night

D. Can fly freely at any times

In advisory airspace, non-participating VFR (Visual Flight Rules) aircraft are encouraged to avoid flight during specified active periods to promote safety and reduce the risk of potential conflicts with participating aircraft. This advisory nature indicates that the airspace may be busy or subject to specific activities, and avoiding it helps minimize the chances of an encounter with other aircraft that may be operating in that zone. This approach of avoiding busy airspace not only helps in maintaining the safety of non-participating aircraft but also respects the operational needs of those actively using the airspace. Pilots are advised to pay attention to advisories, NOTAMs (Notices to Airmen), and other information regarding the airspace status to make informed decisions about their flying routes and times. Choosing to fly freely at any time, maintaining a minimum distance, or only flying at night does not cater to the essential consideration of safety and operational efficiency in advisory airspace. Such practices could lead to increased risk rather than mitigating it. Therefore, encouraging non-participating aircraft to avoid flight during active periods serves as a proactive measure to ensure a safe flying environment for all.

10. When broadcasting on a MF without a ground station, who should pilots direct their transmissions to?

A. Aerodrome traffic

B. Nearby aircraft

C. Air Traffic Control

D. Flight Operations Center

When broadcasting on a medium frequency (MF) without a ground station, pilots should direct their transmissions to aerodrome traffic. This is crucial for safety as it ensures that all aircraft operating in the vicinity of an aerodrome are aware of each other's presence and intentions. Such communications help maintain situational awareness, allowing pilots to make informed decisions regarding takeoff, landing, or other flight maneuvers. In aerodrome operations, particularly where there may not be active Air Traffic Control services, it becomes even more essential for pilots to communicate directly with each other. By informing nearby aerodrome traffic about their intended actions—such as taxi, takeoff, landing, or any emergencies—pilots contribute to the overall safety of the flight environment. Other options, while they might seem relevant, do not align with the specific context of broadcasting on MF when there is no ground station available. For instance, directing transmissions to nearby aircraft is not the most appropriate term in this setting, as it suggests personal communication rather than a broadcast to collective traffic. Similarly, Air Traffic Control and Flight Operations Center communication typically require a ground station, which is not present in this scenario. Thus, focusing on aerodrome traffic encapsulates the necessary requirement for safe interactions among