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

Study Guide

BY EXAMZIFY

Everything you need from our exam experts!

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Introduction

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

This guide was designed to help you do exactly that.

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

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

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

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

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

Let's begin.

How to Use This Guide

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

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Don't worry about getting everything right, your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations, and take breaks to retain information better.

3. Learn from the Explanations

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

4. Track Your Progress

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

5. Simulate the Real Exam

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

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning.

7. Use Other Tools

Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

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

Questions

1. What does an ATC clearance or instruction depend on?

A. Known traffic

B. Weather conditions

C. Aircraft type

D. Time of day

2. What should a pilot transmit on initial radio contact with an ATS unit?

A. Type of aircraft and last four letters of the registration in phonetics

B. Flight path and estimated arrival time

C. Initial altitude and intended route of flight

D. Weather conditions and fuel status

3. Where can pilots find specific instructions for MF procedures?

A. Canadian Flight Supplement (CFS)

B. Aeronautical Information Manual (AIM)

C. Flight Operations Handbook (FOH)

D. Pilot's Operating Handbook (POH)

4. When should ATC be notified of a deviation from a VFR flight plan?

A. Before making the deviation

B. Immediately upon landing

C. As soon as possible

D. After the flight is completed

5. What is the correct response from a pilot when cleared to taxi to a runway with a hold short instruction?

A. Ignore the instruction and proceed directly to the runway

B. Confirm the instruction and hold short until further notified

C. Ask for a change in clearance

D. Immediately begin the takeoff checklist

6. What is the primary objective of an aviation safety investigation into an aircraft accident?

A. Determine fault of the pilot

B. Prevent recurrences

C. Assess aircraft performance

D. Ensure regulatory compliance

7. When issued a clearance to land and hold short of an intersecting runway, what must pilots do?

A. Continue without informing ATC

B. Immediately inform ATC if unable to comply

C. Proceed without any additional communications

D. Change altitude before landing

8. In case of an emergency, what is the standard VHF frequency to report to?

A. 121.5 MHz

B. 123.3 MHz

C. 118.6 MHz

D. 125.4 MHz

9. At what altitude should pilots avoid overflying reindeer or caribou?

A. 1,500 feet AGL

B. 2,000 feet AGL

C. 3,500 feet AGL

D. 4,000 feet AGL

10. In terms of emergency provisions, what might private aircraft flying farther than 25 NM need to carry?

A. A spare tire

B. Emergency supplies

C. Extra fuel

D. A second pilot

Answers

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

Explanations

1. What does an ATC clearance or instruction depend on?

A. Known traffic

B. Weather conditions

C. Aircraft type

D. Time of day

The dependence of an ATC clearance or instruction on known traffic is fundamental to ensuring safe and efficient airspace management. Air Traffic Control (ATC) is primarily responsible for maintaining safe separation between aircraft in both the air and on the ground. This necessitates an awareness of existing traffic in the vicinity, allowing controllers to issue accurate clearances that account for the positions and intentions of other aircraft. When a pilot requests a clearance, ATC reviews the current traffic situation to provide instructions that will help prevent any potential conflicts. This can involve directing an aircraft to hold in a specific location or to adjust its course, altitude, or speed based on what is already happening in the airspace. While factors like weather conditions, aircraft type, and time of day certainly play a role in overall air traffic management and operations, the immediate issuance of ATC clearances is closely tied to managing known traffic in real-time. By focusing on existing aircraft and their movements, ATC can ensure not only compliance with regulations but also the safety of all aircraft operating in that airspace.

2. What should a pilot transmit on initial radio contact with an ATS unit?

A. Type of aircraft and last four letters of the registration in phonetics

B. Flight path and estimated arrival time

C. Initial altitude and intended route of flight

D. Weather conditions and fuel status

On initial radio contact with an Air Traffic Service (ATS) unit, it is essential for a pilot to clearly identify themselves. This is done by transmitting the type of aircraft and the last four letters of the aircraft's registration in phonetic form. This practice ensures that the ATS personnel clearly understand the pilot's identity, which is critical for effective communication and safety. Using phonetics reduces the chances of miscommunication that could occur due to similarities in callsigns or background noise. By verbalizing the aircraft registration in a standardized manner, the pilot ensures that the ATS can accurately acknowledge their presence and provide the necessary instructions or assistance. This initial transmission sets the tone for further communication and helps establish a professional and efficient exchange between the pilot and ATS. Other options like discussing flight path, estimated arrival times, initial altitude, intended route, weather conditions, and fuel status are typically addressed at a later point, when appropriate, but are not necessary for the initial contact. The primary goal at that moment is to establish who the pilot is and to ensure the ATS can effectively manage traffic and provide relevant services.

3. Where can pilots find specific instructions for MF procedures?

A. Canadian Flight Supplement (CFS)

B. Aeronautical Information Manual (AIM)

C. Flight Operations Handbook (FOH)

D. Pilot's Operating Handbook (POH)

The correct choice identifies that pilots can find specific instructions for MF (Mandatory Frequency) procedures in the Canadian Flight Supplement (CFS). The CFS provides detailed information related to Canadian airports, including operational procedures, radio communication protocols, and frequencies, which are vital for pilots, especially in uncontrolled airspace where Mandatory Frequencies are used to enhance safety and communication among pilots. The CFS is designed as a comprehensive resource for flight planning and in-flight operations, making it the most appropriate source for such specific procedural information. It includes details pertinent to flying within Canada, including MF operations at airports, ensuring that pilots are well-informed about how to communicate effectively and safely in those environments. Other sources like the Aeronautical Information Manual (AIM), Flight Operations Handbook (FOH), and Pilot's Operating Handbook (POH) focus on broader regulatory guidance, operational procedures at the pilot level, and specific airplane operations, respectively, but do not concentrate specifically on MF procedures in the same way the CFS does. This makes the CFS the most relevant and specific resource for pilots seeking instructions on MF procedures.

4. When should ATC be notified of a deviation from a VFR flight plan?

A. Before making the deviation

B. Immediately upon landing

C. As soon as possible

D. After the flight is completed

Notifying Air Traffic Control (ATC) of a deviation from a VFR flight plan as soon as possible is important for maintaining situational awareness and ensuring safety in the airspace. When a pilot deviates from their planned route, whether due to weather conditions, navigational issues, or other factors, it's essential to communicate this change to ATC to provide them with updated information about the aircraft's intentions and location. This timely notification allows ATC to adjust their traffic management and assist other aircraft in the vicinity, thereby preventing potential conflicts and ensuring safety for all airspace users. Prompt communication also helps ATC to maintain accurate flight records and situational awareness, which is particularly crucial in busy airspace. In contrast, notifying ATC before making a deviation, immediately upon landing, or after the flight is completed would not support optimal safety and operational efficiency. Each of those instances would delay ATC's ability to manage air traffic effectively, which is why the key principle of notifying them as soon as possible is the correct approach.

5. What is the correct response from a pilot when cleared to taxi to a runway with a hold short instruction?

A. Ignore the instruction and proceed directly to the runway

B. Confirm the instruction and hold short until further notified

C. Ask for a change in clearance

D. Immediately begin the takeoff checklist

When a pilot receives a clearance to taxi to a runway that includes a hold short instruction, the correct response is to confirm the instruction and hold short until further notified. This is crucial for safety and compliance with air traffic control regulations. Holding short means that the pilot is required to stop the aircraft at a designated point before entering the active runway. This ensures that the aircraft does not inadvertently enter the runway while it may be occupied by another aircraft or while it is not safe to do so. The instruction to hold short is typically given to maintain safe separation between taxiing aircraft and those taking off or landing, thereby preventing potential collisions or accidents. By confirming the instruction, the pilot acknowledges that they understand the clearance and are prepared to comply with it. This communication helps maintain situational awareness for both the pilot and air traffic control, facilitating a smoother flow of traffic. Holding short also allows the pilot to await further instructions, which may include being cleared for takeoff or to taxi onto the runway when it is safe to do so. Remaining in compliance with hold short instructions emphasizes the importance of following air traffic control directions and enhances the overall safety of the flight operation.

6. What is the primary objective of an aviation safety investigation into an aircraft accident?

A. Determine fault of the pilot

B. Prevent recurrences

C. Assess aircraft performance

D. Ensure regulatory compliance

The primary objective of an aviation safety investigation into an aircraft accident is to prevent recurrences. This objective is foundational to aviation safety and focuses on understanding the underlying causes of an accident to implement changes that enhance safety for future operations. Investigations are aimed at identifying systemic issues and deficiencies in training, procedures, equipment, or regulations so that similar incidents will not happen again. Instead of focusing on assigning blame, the investigation seeks to analyze what went wrong and how such occurrences can be avoided in the future. This proactive approach is crucial in the aviation industry, which prioritizes safety and continuous improvement. While assessing aircraft performance, determining fault, and ensuring regulatory compliance are important aspects of aviation operations, the overarching goal of an accident investigation is to learn from the event and improve safety standards. This perspective helps to create a culture of learning rather than one of blame, ultimately contributing to safer skies for everyone.

7. When issued a clearance to land and hold short of an intersecting runway, what must pilots do?

A. Continue without informing ATC

B. Immediately inform ATC if unable to comply

C. Proceed without any additional communications

D. Change altitude before landing

When pilots are issued a clearance to land and hold short of an intersecting runway, it is critical to immediately inform air traffic control (ATC) if they are unable to comply with that clearance. This requirement is rooted in safety protocols designed to prevent potential runway incursions or conflicts with other aircraft. Compliance with the clearance is essential, as it ensures that the aircraft maintains safe separation from any traffic that may be operating on the intersecting runway. If a pilot finds themselves in a situation where they cannot hold short, whether due to aircraft performance, weather conditions, or other operational considerations, notifying ATC allows them to reassess the situation and provide alternative instructions. This communication is crucial for maintaining overall safety in the airport environment, especially at busy airports where multiple runways may be in operation simultaneously. Clear and effective communication with ATC is a key aspect of aviation safety, and following this protocol helps to manage the flow of air traffic and ensure that both the pilot and ATC are aware of the aircraft's intentions.

8. In case of an emergency, what is the standard VHF frequency to report to?

A. 121.5 MHz

B. 123.3 MHz

C. 118.6 MHz

D. 125.4 MHz

The standard VHF frequency to report emergencies is 121.5 MHz, which is designated as the international distress frequency. This frequency is monitored by air traffic control and various ground stations, making it the most reliable option for pilots in distress. It is essential for communication with rescue services and other aircraft in the vicinity during an emergency situation. This frequency is widely recognized and used globally, ensuring that pilots can seek help and improve their chances of receiving timely assistance when facing critical situations. The other frequencies listed serve different purposes. For instance, 123.3 MHz is often used for flight service stations or as an advisory frequency, while 118.6 MHz and 125.4 MHz are usually assigned to specific airport operations or air traffic control communications, not for emergencies. Therefore, 121.5 MHz is the established choice for emergency reporting in aviation.

9. At what altitude should pilots avoid overflying reindeer or caribou?

A. 1,500 feet AGL

B. 2,000 feet AGL

C. 3,500 feet AGL

D. 4,000 feet AGL

The correct altitude for avoiding overflying reindeer or caribou is 2,000 feet AGL. This altitude is generally recommended to minimize disturbance to wildlife, as flying at lower altitudes can stress animals and disrupt their natural behaviors. Maintaining altitude above this threshold helps ensure that aircraft operations do not interfere with the movements and activities of these animals. The specific recommendation for avoiding overflying at this altitude is based on wildlife management practices that aim to protect these animals from unnecessary stress due to low-flying aircraft. Thus, flying at 2,000 feet AGL provides a balance between operational safety and wildlife conservation. Pilots are trained to be mindful of these considerations, especially in areas where wildlife is prevalent.

10. In terms of emergency provisions, what might private aircraft flying farther than 25 NM need to carry?

A. A spare tire

B. Emergency supplies

C. Extra fuel

D. A second pilot

For private aircraft flying farther than 25 nautical miles from the departure airport, there is a recommendation to carry emergency supplies. This is crucial as the further you fly from your departure point, the greater the likelihood of encountering unexpected situations or emergencies. Having emergency supplies can greatly enhance the safety and survival of the occupants should there be an emergency landing or if the aircraft needs to remain grounded for any reason. Emergency supplies typically include essential items such as first aid kits, water, food rations, signaling devices, and survival gear tailored to the environment through which you're flying. The focus is not only on preparing for mechanical failures or navigational issues but also providing resources to ensure the safety and well-being of the crew and passengers during unforeseen circumstances. While carrying spare tires, extra fuel, or having a second pilot may be beneficial in certain scenarios, they do not specifically align with the guidelines emphasizing the importance of carrying emergency provisions when venturing beyond a certain distance from the departure airport. These measures are more about preparedness for specific operational concerns rather than the general safety and survival preparedness that emergency supplies cater to.

Next Steps

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

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

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

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

https://pstarairregulation.examzify.com

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