

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

Study Guide



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. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

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

3. Learn from the Explanations

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

4. Track Your Progress

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

5. Simulate the Real Exam

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

6. Repeat and Review

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

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

Questions

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- 1. Who must present their pilot licence or permit upon demand?**
 - A. Air traffic controllers**
 - B. Anyone holding a pilot licence or permit**
 - C. Flight instructors**
 - D. Only commercial pilots**

- 2. 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**

- 3. For how long should a pilot expect to be able to fly under VFR with the fuel carried, as per regulations?**
 - A. To the destination and then for 10 minutes**
 - B. To the destination with no additional timing**
 - C. To the destination and thereafter for 20 minutes**
 - D. To the destination and then return to takeoff point**

- 4. What distance from cloud must an aircraft maintain when flying below 1,000 feet AGL in uncontrolled airspace?**
 - A. 1 mile from cloud**
 - B. 500 feet below cloud**
 - C. Clear of cloud**
 - D. 5 miles from cloud**

- 5. What effect does a light crosswind have on wing tip vortices from a large aircraft after takeoff?**
 - A. It disperses the vortices quickly**
 - B. It causes one vortex to remain over the runway for an extended time**
 - C. It eliminates the vortices entirely**
 - D. It intensifies the vortices**

- 6. What should a pilot do if ATC requests them to reduce airspeed on final approach?**
- A. Ignore the request and land at normal speed**
 - B. Decrease airspeed and ensure to maintain safe minimum maneuvering speed**
 - C. Decline to comply if they feel it is unsafe**
 - D. Ascend to a higher altitude first**
- 7. What safety equipment is required on single-engine aircraft during water takeoffs or landings?**
- A. A first aid kit**
 - B. A fire extinguisher**
 - C. An approved life preserver**
 - D. A raft**
- 8. For an aircraft to qualify for VFR flight, which instrument is NOT required?**
- A. A magnetic compass**
 - B. A turn and bank indicator**
 - C. A sensitive altimeter**
 - D. A radar altimeter**
- 9. Beyond how many minutes should a pilot be particularly cautious after a heavy aircraft passes?**
- A. 30 seconds**
 - B. 1 minute**
 - C. 2 minutes**
 - D. 5 minutes**
- 10. According to regulations, how long after consuming alcohol may a person act as a crew member of an aircraft?**
- A. 24 hours**
 - B. 12 hours**
 - C. 5 hours**
 - D. 8 hours**

Answers

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

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Explanations

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1. Who must present their pilot licence or permit upon demand?

- A. Air traffic controllers
- B. Anyone holding a pilot licence or permit**
- C. Flight instructors
- D. Only commercial pilots

The correct answer is that anyone holding a pilot licence or permit must present it upon demand. This requirement emphasizes the accountability and responsibility of all licensed pilots. Whether pilot-in-command or acting as a second-in-command, individuals are expected to carry their licenses and make them available to authorized personnel, such as law enforcement or aviation authorities. This regulation serves as a means of ensuring that all pilots operating an aircraft are appropriately certified and qualified, thereby upholding safety and compliance within the aviation system. In this context, air traffic controllers and flight instructors are often mentioned in other regulations or specific circumstances but are not uniquely highlighted as the ones who must be presented with a pilot license. The stipulation applies universally to all licensed or permitted pilots, regardless of the level of their license, ensuring that safety standards are maintained across the board.

2. 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.

3. For how long should a pilot expect to be able to fly under VFR with the fuel carried, as per regulations?

- A. To the destination and then for 10 minutes**
- B. To the destination with no additional timing**
- C. To the destination and thereafter for 20 minutes**
- D. To the destination and then return to takeoff point**

The correct answer specifies that a pilot should expect to fly under Visual Flight Rules (VFR) to their destination and then have a reserve of fuel for an additional 20 minutes. This guideline is crucial for ensuring that pilots maintain a safety buffer in their fuel management, allowing for unexpected circumstances such as needing to divert to an alternate airport or holding in a traffic pattern. Regulatory guidelines are designed to mitigate risks associated with fuel management. By ensuring that a pilot has enough fuel for the flight plus a 20-minute reserve, this approach helps accommodate potential delays and encourages better planning. It highlights the importance of being prepared for variability in flight operations and helps pilots manage their fuel resources effectively. Other answers might suggest different scenarios that do not align with the emphasis on safety and reserve fuel requirements outlined in regulations. For instance, flying only to the destination without a safety reserve or suggesting a return to the takeoff point does not account for the necessity of a buffer in uncertain conditions, which is why the correct option emphasizes the additional 20 minutes.

4. What distance from cloud must an aircraft maintain when flying below 1,000 feet AGL in uncontrolled airspace?

- A. 1 mile from cloud**
- B. 500 feet below cloud**
- C. Clear of cloud**
- D. 5 miles from cloud**

When flying below 1,000 feet AGL in uncontrolled airspace, the requirement for maintaining distance from clouds is to remain clear of cloud. This regulation is designed to ensure that pilots have adequate visibility and can navigate safely, avoiding potential collisions with other aircraft or obstacles that may not be visible if an aircraft were to enter or approach a cloud. Remaining clear of cloud means that the pilot must ensure there is no part of the aircraft inside the cloud and maintain visual contact with the ground or horizon. It is a critical safety measure in uncontrolled airspace where other aircraft may be operating without the benefit of air traffic control guidance. Knowing this helps pilots make informed decisions regarding their flight paths and altitude to ensure safety and compliance with aviation regulations. In contrast, the other choices specify either a minimum distance in miles or a specific vertical distance that may not apply in this context when operating below 1,000 feet AGL, making them misleading or incorrect for the question.

5. What effect does a light crosswind have on wing tip vortices from a large aircraft after takeoff?

- A. It disperses the vortices quickly**
- B. It causes one vortex to remain over the runway for an extended time**
- C. It eliminates the vortices entirely**
- D. It intensifies the vortices**

A light crosswind can significantly affect the behavior of wingtip vortices created by a large aircraft during takeoff. When a large aircraft becomes airborne, it generates vortices at the tips of its wings, which are a byproduct of the lift being produced. These vortices tend to drift downward and outward from the aircraft's flight path. In the presence of a light crosswind, one of the vortices can be pushed laterally, remaining closer to the runway, while the other vortex may be carried away from the departure path. As a result, one of the vortices lingers over the runway for an extended period, which can create a hazardous condition for any following aircraft, especially smaller ones that are more susceptible to wake turbulence. This lingering vortex is important to recognize, as it can affect flight safety during takeoff or landing phases for subsequent aircraft. The understanding of this phenomenon is crucial for pilots, as it emphasizes the importance of maintaining sufficient separation from larger aircraft to prevent wake turbulence encounters, which can disrupt control during critical phases of flight.

6. What should a pilot do if ATC requests them to reduce airspeed on final approach?

- A. Ignore the request and land at normal speed**
- B. Decrease airspeed and ensure to maintain safe minimum maneuvering speed**
- C. Decline to comply if they feel it is unsafe**
- D. Ascend to a higher altitude first**

In the scenario where ATC requests a pilot to reduce airspeed on final approach, it's crucial for the pilot to comply with that request by decreasing airspeed while ensuring they maintain a safe minimum maneuvering speed. This approach ensures the safety of the aircraft during a critical phase of flight, as final approach typically involves descending towards the runway at a controlled speed for landing. Maintaining a safe minimum maneuvering speed is essential because it provides a buffer against stall, enhances control of the aircraft, and allows the pilot to respond effectively to any necessary adjustments. By reducing airspeed as requested, while still adhering to this critical performance metric, the pilot can comply with ATC instructions without compromising the safety or stability of the aircraft. Following ATC's instructions is part of maintaining a safe and orderly flow of air traffic, and pilots are expected to respond appropriately to directives about speed adjustments, especially during approach and landing phases. Ensuring that the aircraft can maneuver safely at reduced speeds demonstrates the pilot's adherence to both regulatory requirements and operational safety protocols.

7. What safety equipment is required on single-engine aircraft during water takeoffs or landings?

- A. A first aid kit**
- B. A fire extinguisher**
- C. An approved life preserver**
- D. A raft**

During water takeoffs or landings in single-engine aircraft, having an approved life preserver is crucial for safety. This requirement stems from the potential risks associated with being over water, where an emergency landing or ditching could necessitate immediate access to flotation devices. Life preservers are designed to keep a person afloat and could be vital in an emergency situation, providing an essential means of survival until rescue can be made. Carrying an approved life preserver enhances flight safety by ensuring that pilots and passengers have the means to stay above water if they end up in a ditching scenario. Regulations are designed to mitigate risks associated with flying over water, and life preservers meet that safety standard effectively. The other options, while important for general safety protocols in aviation, do not specifically address the immediate survival needs during water operations as directly as a life preserver does. For instance, a first aid kit and a fire extinguisher are important for different types of emergencies, but they may not be of significant aid in a water emergency situation. A raft could also be useful, but it is not universally required in the same manner as life preservers.

8. For an aircraft to qualify for VFR flight, which instrument is NOT required?

- A. A magnetic compass**
- B. A turn and bank indicator**
- C. A sensitive altimeter**
- D. A radar altimeter**

To qualify for Visual Flight Rules (VFR) flight, an aircraft must be equipped with certain instruments that are essential for safe navigation and operation under visual conditions. Among these, the radar altimeter is not required. A radar altimeter measures the distance between the aircraft and the ground directly below it, providing information that is useful primarily during approaches and landings, especially in low visibility conditions. However, under VFR, pilots are primarily navigating visually and should be adequately aware of their altitude using other means. In contrast, a magnetic compass helps in determining headings, a turn and bank indicator aids in maintaining level flight and coordination during turns, and a sensitive altimeter is crucial for accurate altitude readings—ensuring that pilots remain aware of their altitude in relation to terrain and airspace restrictions. Because VFR flight regulations focus on ensuring pilots can safely navigate and maintain situational awareness, the radar altimeter is not considered a necessary instrument within this context.

9. Beyond how many minutes should a pilot be particularly cautious after a heavy aircraft passes?

- A. 30 seconds**
- B. 1 minute**
- C. 2 minutes**
- D. 5 minutes**

When considering the effects of wake turbulence generated by heavy aircraft, it is crucial for pilots to exercise increased caution for a significant period after such an aircraft has passed. Wake turbulence can remain problematic for a duration of time, as it is a disturbance in the air created by the passage of the aircraft, particularly from larger planes. The recommendations based on pilot training indicate that pilots should be especially cautious for 2 minutes after the heavy aircraft has flown by. This timeframe allows for the dissipation of the wake turbulence, reducing the risk of encountering it during takeoff or landing operations. The 2-minute rule is a guideline that factors in various conditions such as wind speed and direction, which can affect how long the turbulence lingers in the air. On the other hand, the shorter time frames presented do not adequately account for the persistence of wake turbulence, especially in less than ideal weather conditions. A longer period of vigilance ensures greater safety for lighter aircraft operating in the vicinity of larger ones. This understanding of wake turbulence is essential for maintaining safety in aviation operations.

10. According to regulations, how long after consuming alcohol may a person act as a crew member of an aircraft?

- A. 24 hours**
- B. 12 hours**
- C. 5 hours**
- D. 8 hours**

The regulation that specifies the time frame after consuming alcohol before a person can act as a crew member of an aircraft is focused on maintaining safety and ensuring that individuals are fit to fly. The correct answer indicates that a minimum of 12 hours must elapse from the time of consuming alcohol before a person can take on any duties as a crew member. This rule is put in place to help mitigate the risk of impaired judgment and reaction times that can arise from alcohol consumption, recognizing the need for a significant recovery period to ensure that any effects of alcohol are fully dissipated. This timeframe is essential for ensuring public safety and aligns with the understanding that alcohol can impair cognitive and motor functions, both of which are critical for operating an aircraft. Therefore, aspiring pilots and crew members must be aware of this regulation, as non-compliance could result in serious legal and safety repercussions.

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!

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