

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

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://pstarairregulation.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

SAMPLE

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

SAMPLE

- 1. When is the movement of an aircraft typically restricted after an accident?**
 - A. When safety inspections are incomplete
 - B. When passengers are aboard
 - C. When media is present at the site
 - D. When the weather is inclement
- 2. In what type of airspace may a person conduct aerobatic maneuvers provided visibility is 3 miles or greater?**
 - A. Controlled airspace
 - B. Class E airspace
 - C. Class F advisory airspace
 - D. Class A airspace
- 3. What is the height AGL for VFR flight to conform with the Cruising Altitudes Order?**
 - A. 1,000 feet
 - B. 2,000 feet
 - C. 3,000 feet
 - D. 4,000 feet
- 4. What information must be included to cancel a distress message?**
 - A. Call sign of the aircraft only
 - B. MAYDAY message, followed by a silence signal
 - C. Flight number and destination
 - D. Weather conditions and location
- 5. Which statement regarding wing tip vortices is false?**
 - A. Vortices travel down and outward from the wingtips
 - B. Vortices are caused directly by "jet wash"
 - C. Vortices can pose a hazard to other aircraft
 - D. Vortices are influenced by aircraft weight

- 6. What is the purpose of blinking runway lights?**
- A. Indicate an emergency landing
 - B. Advise vehicles and pedestrians to vacate the runways
 - C. Signal aircraft to take-off
 - D. Guide aircraft for landing
- 7. If a student pilot receives a radar vector and sees a solid overcast ahead, what should they do?**
- A. Immediately land
 - B. Request a change of flight plan
 - C. Alter heading as necessary to remain VFR and advise ATC
 - D. Continue on the vector as instructed
- 8. How should the pilot of aircraft C-FBSQ transmit the registration on initial contact with a Canadian ATC unit?**
- A. Bravo - Foxtrot - Sierra - Quebec
 - B. Foxtrot - Bravo - Sierra - Quebec
 - C. Bravo - Sierra - Quebec - Foxtrot
 - D. Sierra - Quebec - Foxtrot - Bravo
- 9. What symbol is used to mark closed runways and taxiways?**
- A. A white cross
 - B. A yellow square
 - C. A white or yellow X
 - D. A red star
- 10. When an aircraft is "cleared to the circuit" where a left-hand circuit is in effect, what turn can be made without further approval from ATC?**
- A. A full left turn to join final approach
 - B. A left turn to join downwind leg
 - C. A left turn to join the base leg
 - D. A right turn to join crosswind or partial right turn to downwind leg

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. When is the movement of an aircraft typically restricted after an accident?

A. When safety inspections are incomplete

B. When passengers are aboard

C. When media is present at the site

D. When the weather is inclement

The movement of an aircraft is typically restricted after an accident when safety inspections are incomplete. This is a crucial measure taken to ensure that the aircraft and surrounding area are safe before any further movement can occur. Safety inspections are vital to assessing any potential hazards or damage that could pose a risk to personnel or the integrity of the aircraft itself. By restricting movement until these inspections are completed, authorities can prevent additional accidents and ensure that all possible safety protocols are followed. While there might be other factors, such as passenger presence or media involvement, they do not inherently necessitate restrictions on aircraft movement in the same manner as the need for safety inspections does. Inclement weather can impact operations but is not a definitive reason for restricting movement when safety is being prioritized. Thus, the completion of safety inspections is the primary concern that dictates when an aircraft can be moved post-accident.

2. In what type of airspace may a person conduct aerobatic maneuvers provided visibility is 3 miles or greater?

A. Controlled airspace

B. Class E airspace

C. Class F advisory airspace

D. Class A airspace

Aerobatic maneuvers may be conducted in Class F advisory airspace, provided that visibility is 3 miles or greater. This type of airspace is not specifically controlled by air traffic control, allowing for more freedom in performing maneuvers such as aerobatics, as long as the pilot adheres to the basic visibility requirements and maintains visual awareness. Class F airspace includes areas where recreational and specialized aviation activities may take place, and it may include airspace designated for specific operational purposes. While other classes of airspace have more stringent regulations or prohibitions regarding aerobatic activity, Class F allows flexibility for experienced pilots who can safely execute such maneuvers, making it suitable for aerobatics under the right conditions. It's important to note that aerobatic flight usually cannot be conducted in controlled airspace, Class A airspace, or certain other designated areas where such operations are restricted for safety reasons.

3. What is the height AGL for VFR flight to conform with the Cruising Altitudes Order?

- A. 1,000 feet
- B. 2,000 feet
- C. 3,000 feet**
- D. 4,000 feet

The correct answer, 3,000 feet AGL (Above Ground Level), aligns with the regulations governing VFR (Visual Flight Rules) cruising altitudes. For VFR flights operating in uncontrolled airspace above a certain altitude, there is a specific requirement to maintain cruising altitudes based on the magnetic course of the aircraft. When flying at altitudes of 3,000 feet AGL or higher, pilots are expected to select an altitude based on their direction of travel, following the general rule where odd altitudes are used for eastbound flights and even altitudes for westbound flights. This helps in maintaining safe vertical separation between aircraft operating in opposite directions. Choosing 1,000 feet, 2,000 feet, or 4,000 feet does not conform to the specified standards for VFR cruising altitudes. Therefore, 3,000 feet is the minimum altitude that ensures compliance with these regulations while providing adequate separation from terrain and obstacles, thereby enhancing safety during flight operations.

4. What information must be included to cancel a distress message?

- A. Call sign of the aircraft only
- B. MAYDAY message, followed by a silence signal**
- C. Flight number and destination
- D. Weather conditions and location

To effectively cancel a distress message, it is essential to issue a MAYDAY message followed by a silence signal. This serves as a clear and standardized communication to notify all stations that the previously issued distress alert is no longer in effect. The use of the MAYDAY signal indicates that the distress situation has changed, and the silence signal reinforces this cancellation by ensuring that no further help is expected. In aviation communications, clarity and brevity are paramount, particularly in distress situations where every moment counts. The MAYDAY followed by a silence signal allows for immediate recognition by air traffic controllers and other pilots that the emergency has been resolved, preventing unnecessary concern or action in response to the distress call. Other options, while they might seem relevant, do not effectively fulfill the requirements for cancelling a distress message. They either do not provide the necessary communication standard or lack the focused, immediate clarity that is crucial in emergency management.

5. Which statement regarding wing tip vortices is false?

- A. Vortices travel down and outward from the wingtips
- B. Vortices are caused directly by "jet wash"**
- C. Vortices can pose a hazard to other aircraft
- D. Vortices are influenced by aircraft weight

Vortices are a natural byproduct of lift generation by an aircraft's wings and are primarily caused by the difference in pressure between the upper and lower surfaces of the wings. As air moves over the wings, it spills over the wingtips due to this pressure difference, forming rotating columns of air that descend and move outward in a circular motion. While "jet wash" refers to the high-speed exhaust from jet engines, it is not responsible for creating the wing tip vortices. Instead, vortices originate from the lift-generating action of the wings, regardless of whether the aircraft is a jet or a propeller-driven plane. Therefore, stating that vortices are caused directly by "jet wash" misrepresents the fundamental aerodynamic principles of lift and the formation of wing-tip vortices. Understanding that vortex behavior is influenced by aircraft weight, design, and configuration is crucial. Heavier aircraft produce stronger and more persistent vortices, which can be hazardous to other aircraft, particularly smaller ones that may inadvertently fly through these regions of disturbed air.

6. What is the purpose of blinking runway lights?

- A. Indicate an emergency landing
- B. Advise vehicles and pedestrians to vacate the runways**
- C. Signal aircraft to take-off
- D. Guide aircraft for landing

Blinking runway lights serve a critical role in airfield operations by providing visual cues to alert vehicles and pedestrians that they need to vacate the runway area. When these lights are blinking, it is a clear indication that the runway is either active or in use, signaling non-aircraft personnel to stay clear for safety reasons. This functionality is vital in preventing accidents and ensuring that aircraft can operate without obstruction. In contrast, other options represent different functions that runway lights do not fulfill. For example, while signaling an active runway might involve lights, blinking lights do not specifically indicate an emergency landing or signal aircraft to take off. Similarly, guiding aircraft for landing typically relies on steady or directional lights rather than blinking indicators. The primary and most accurate interpretation regarding the blinking lights is their role in maintaining runway safety by advising all ground personnel to clear the area.

7. If a student pilot receives a radar vector and sees a solid overcast ahead, what should they do?

- A. Immediately land
- B. Request a change of flight plan
- C. Alter heading as necessary to remain VFR and advise ATC**
- D. Continue on the vector as instructed

When a student pilot receives a radar vector and encounters a solid overcast ahead, the appropriate action is to alter their heading as necessary to remain VFR (Visual Flight Rules) and advise ATC (Air Traffic Control). This is crucial because solid overcast conditions can impair visibility and make it challenging to maintain visual orientation. By changing heading to stay VFR, the pilot prioritizes safety, avoiding potential violations of cloud-clearance requirements which could lead to flight into instrument meteorological conditions (IMC), further risking the safety of the flight. Communicating with ATC is also essential; it keeps them informed of the pilot's situation and intentions, allowing for better traffic management and assistance in navigating safely. In contrast, immediately landing could pose complications if the pilot has not yet established a safe landing area or is not in a position to do so. Requesting a change of flight plan might delay the pilot unnecessarily, as handling the immediate need to remain VFR takes precedence. Continuing on the vector as instructed without regard for the solid overcast would not be advisable, as it could lead to loss of control or violation of VFR requirements, lowering safety during the flight.

8. How should the pilot of aircraft C-FBSQ transmit the registration on initial contact with a Canadian ATC unit?

- A. Bravo - Foxtrot - Sierra - Quebec
- B. Foxtrot - Bravo - Sierra - Quebec**
- C. Bravo - Sierra - Quebec - Foxtrot
- D. Sierra - Quebec - Foxtrot - Bravo

When transmitting the registration of an aircraft during initial contact with air traffic control (ATC), the correct procedure is to use the phonetic alphabet to clearly convey each letter of the registration. The registration for this aircraft is C-FBSQ, where 'C' is commonly represented by "Charlie" in phonetics, but since the first letter does not need to be included in the phonetic spelling when referencing or relaying registration in Canada, the pilot uses the remaining letters only. In the registration "FBSQ," each letter corresponds to the following phonetic words: 'F' stands for "Foxtrot," 'B' stands for "Bravo," 'S' stands for "Sierra," and 'Q' stands for "Quebec." Therefore, when the pilot transmits the registration, they would say "Foxtrot - Bravo - Sierra - Quebec." This sequence is not only important for clarity but also to ensure that the ATC can accurately identify the aircraft, which is crucial in order to maintain safety and effective communication in the airspace. Using the correct sequence, as indicated in the chosen answer, enhances understanding and minimizes the chance of miscommunication.

9. What symbol is used to mark closed runways and taxiways?

- A. A white cross
- B. A yellow square
- C. A white or yellow X
- D. A red star

The symbol used to mark closed runways and taxiways is represented by a white or yellow "X." This distinctive marking serves as a critical visual cue for pilots, indicating that a particular runway or taxiway is not in service and should not be used for landing, takeoff, or taxiing. The use of contrasting colors—white or yellow—ensures high visibility against the surrounding runway and taxiway surfaces, even under various weather conditions or at a distance. Understanding this marking is essential for maintaining safety and preventing accidents during ground operations, as it clearly communicates to pilots that the area is off-limits. This marking is regulated by aviation authorities to provide uniformity and clarity across airports, contributing to safer flight operations.

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

- A. A full left turn to join final approach
- B. A left turn to join downwind leg
- C. A left turn to join the base leg
- D. A right turn to join crosswind or partial right turn to downwind leg

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

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!

SAMPLE