Exam simulation

ATPL - Airline Transport Pilot Licence - General Navigation

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STUDENT NAME:	DATE AND TIME:

01. Hyperventilation is:

a) A too high percentage of nitrogen in the blood

b) A decreased lung ventilation

c) Ventilation in excess of metabolic needs, causing excessive loss of carbon dioxide from the blood.

d) A too high percentage of oxygen in the blood.

02. For a conventional straight-wing aeroplane designed to have a natural nose-down stall characteristic within its approved CG range, which statement is correct?

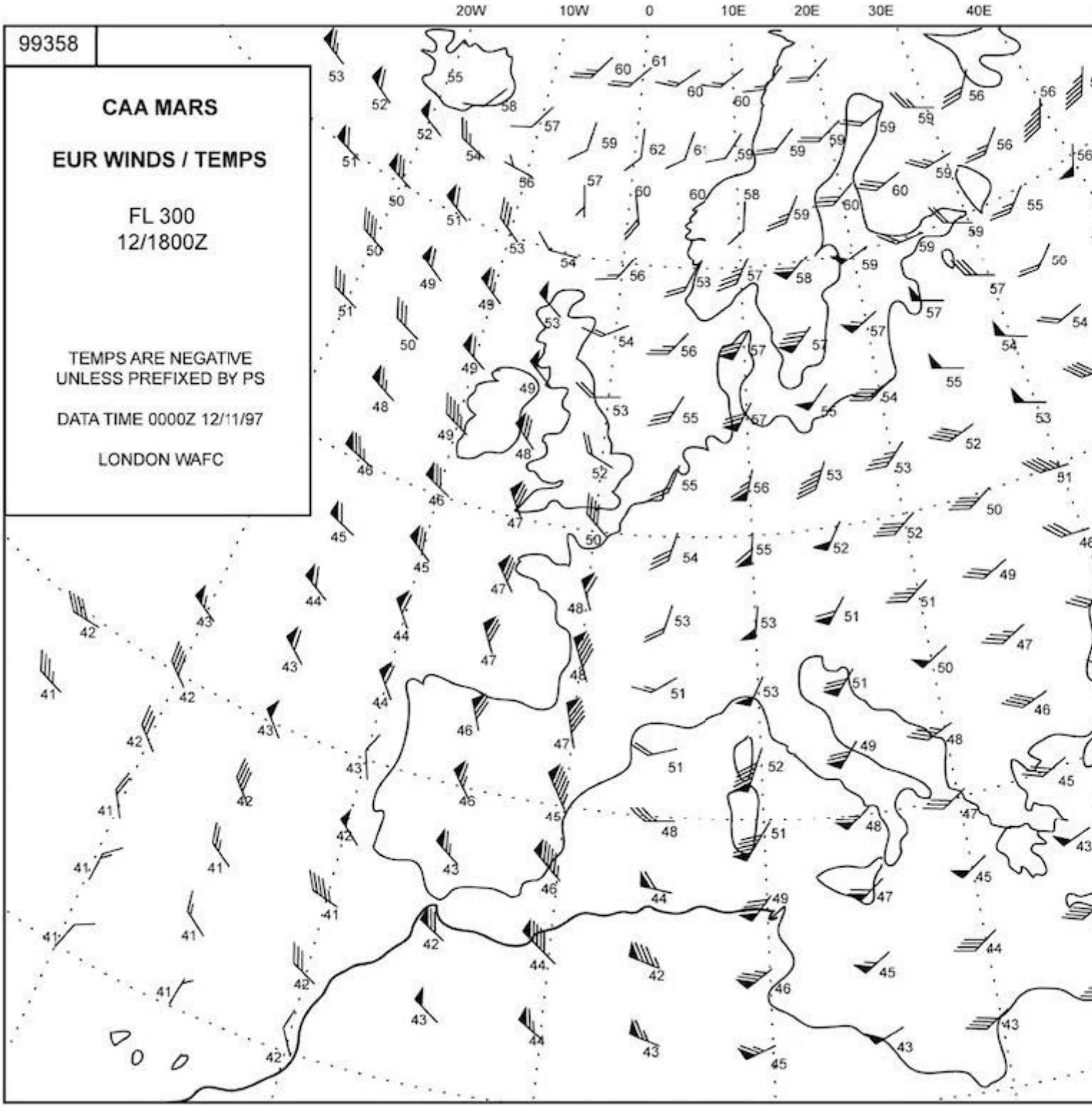
a) As the stall develops, a nose-down tendency normally helps reduce angle of attack.

b) The horizontal tail will stall at a higher speed than the wing

c) The nose down effect is the result of increasing downwash, due to flow separation

d) Buffeting is the result of tailplane flow separation

03. Using the attached historical CAA MARS EUR WINDS/TEMPS chart for FL300, valid 12/1800Z (data 1997), which listed value is closest to the temperature deviation from ISA at 50°N 010°E?



a) -55
b) -10
c) +10
d) +2

04. What is meant by the phrase 'readability 2'?

a) Readable

b) Readable now and then

c) Readable but with difficulty

d) Unreadable

05. In a conventional electrically erected directional gyro using a gravity sensor to detect the local vertical, the sensor output is fed to which function?

a) An azimuth-slaving loop driven only by magnetic-heading error, with no levelling function

b) A nozzle integral with the outer gimbal ring.

c) Two torque motors arranged horizontally.

d) The levelling/erection torque motor, which keeps the spin axis approximately horizontal

06. How many red lights must a pilot see, whose aircraft, in final approach, is following a normal glide path defined by a PAPI?

a) 3.

b) 2.

c) 1.

d) None.

07. Given: true track is 348°, drift 17° left, variation 32° W, deviation 4°E. What is the compass heading?

a) 033°

b) 337°

c) 359°

d) 007°

08. An aeroplane must be re-weighed at certain intervals. Where an operator uses 'fleet masses' and provided that changes have been correctly documented, this interval is

a) 9 years for each aeroplane.

b) Whenever a major modification is carried out.

c) Whenever the Certificate of Airworthiness is renewed.

d) 4 years for each aeroplane.

09. A jet aeroplane equipped with old engines has a specific fuel consumption of 0.06 kg per Newton of thrust and per hour and, in a given flying condition, a fuel consumption of 14 kg per NM. In the same flying conditions, the same aeroplane equipped with modern engines with a specific fuel consumption of 0.035 kg per Newton of thrust and per hour, has a fuel consumption per NM of:

a) 11.7 kg / NM

b) 14 kg / NM

c) 10.7 kg / NM

d) 8.17 kg / NM

10. The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:

a) 3 minutes.

b) 8 minutes.

c) 10 minutes.

d) 5 minutes.

11. The units of wing loading (I) W / S and (II) dynamic pressure q are:

a) (I) kg / m, (II) N / m^2.

b) (I) N / m^3, (II) kg / m^2.

c) (I) N / m, (II) kg.

d) (I) N / m^2, (II) N / m^2.

12. Select the correct phonetic letter code for HB-FRO:

a) Hotel Bravo Fox Romeo Oscar

b) Hotel Bravo Foxtrot Romeo Oscar

c) Hotel Brazil Foxtrot Romeo Oscar

d) Hotel Bravo Foxtrot Romeo Oswald

13. For a given configuration, the stall speed of an aeroplane will be highest when loaded:

a) To the maximum allowable mass with the most forward CG

b) To the maximum allowable mass with the most aft CG

c) To a low total mass with the most aft CG

d) To a low total mass with the most forward CG

14. A leading-edge flapper-vane stall-warning switch can be activated by a change in the location of the:

a) Centre of lift

b) Stagnation point

c) Centre of gravity

d) Transition region

15. On a spherical-Earth north polar stereographic chart, two points lie on 60°N. Their Earth convergence, calculated as longitude difference × sin 60°, is 20°. Using 1 NM per minute of angular distance, what is the maximum cross-track distance between the great-circle path and the straight chart line joining them, rounded to the nearest 0.1 NM?

a) 9.2 NM

b) 4.6 NM.

c) 40 NM

d) 30 NM

16. Which of the following lists all the parameters that can be determined by a GPS receiver tracking signals from 4 different satellites?

a) Latitude and longitude

b) Latitude, longitude, altitude and time

c) Latitude, longitude and altitude

d) Latitude, longitude and time

17. The function of the Eustachian tube is to equalise the pressure between the:

a) Middle ear and the external atmosphere

b) Sinuses

c) Nose, throat and the external atmosphere

d) Sinuses of the nose and the external atmosphere

18. An AIRAC is:

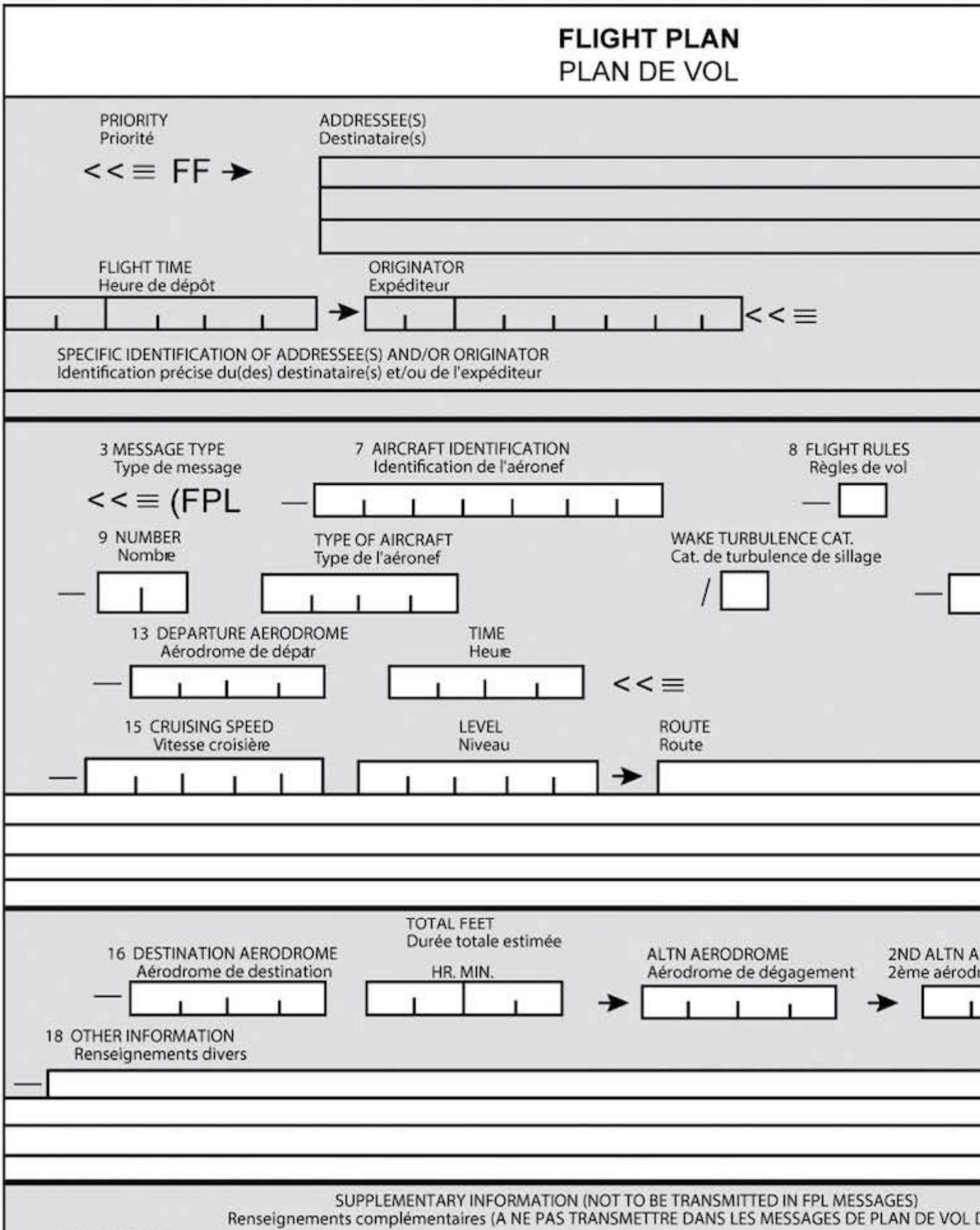
a) A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

b) An acronym for a system aimed at advance notification based on common effective dates, of circumstances necessitating significant changes in operating procedures.

c) A publication issued by or with the authority of a state containing aeronautical information of a lasting character essential to air navigation.

d) A package which consists of the following elements: AIP, supplements to the AIP, NOTAM, AIC, checklists and summaries.

19. In Item 10a of the current ICAO flight plan, what does the standard COM/NAV/approach equipment code S normally represent, unless the appropriate ATS authority prescribes another combination?


FLIGHT PLAN
PLAN DE VOL
PRIORITY
Priorité
<< ≡ FF →
ADDRESSEE(S)
Destinataire(s)
FLIGHT TIME
Heure de dépôt
ORIGINATOR
Expéditeur
<< ≡
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
Identification précise du(des) destinataire(s) et/ou de l'expéditeur
3 MESSAGE TYPE
Type de message
<< ≡ (FPL
7 AIRCRAFT IDENTIFICATION
Identification de l'aéronef
8 FLIGHT RULES
Règles de vol
9 NUMBER
Nombre
TYPE OF AIRCRAFT
Type de l'aéronef
WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
13 DEPARTURE AERODROME
Aérodrome de départ
TIME
Heure
<< ≡
15 CRUISING SPEED
Vitesse croisière
LEVEL
Niveau
ROUTE
Route
TOTAL FEET
Durée totale estimée
16 DESTINATION AERODROME
Aérodrome de destination
HR. MIN.
ALTN AERODROME
Aérodrome de dégagement
2ND ALTN A
2ème aérodr
18 OTHER INFORMATION
Renseignements divers
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Renseignements complémentaires (A NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL

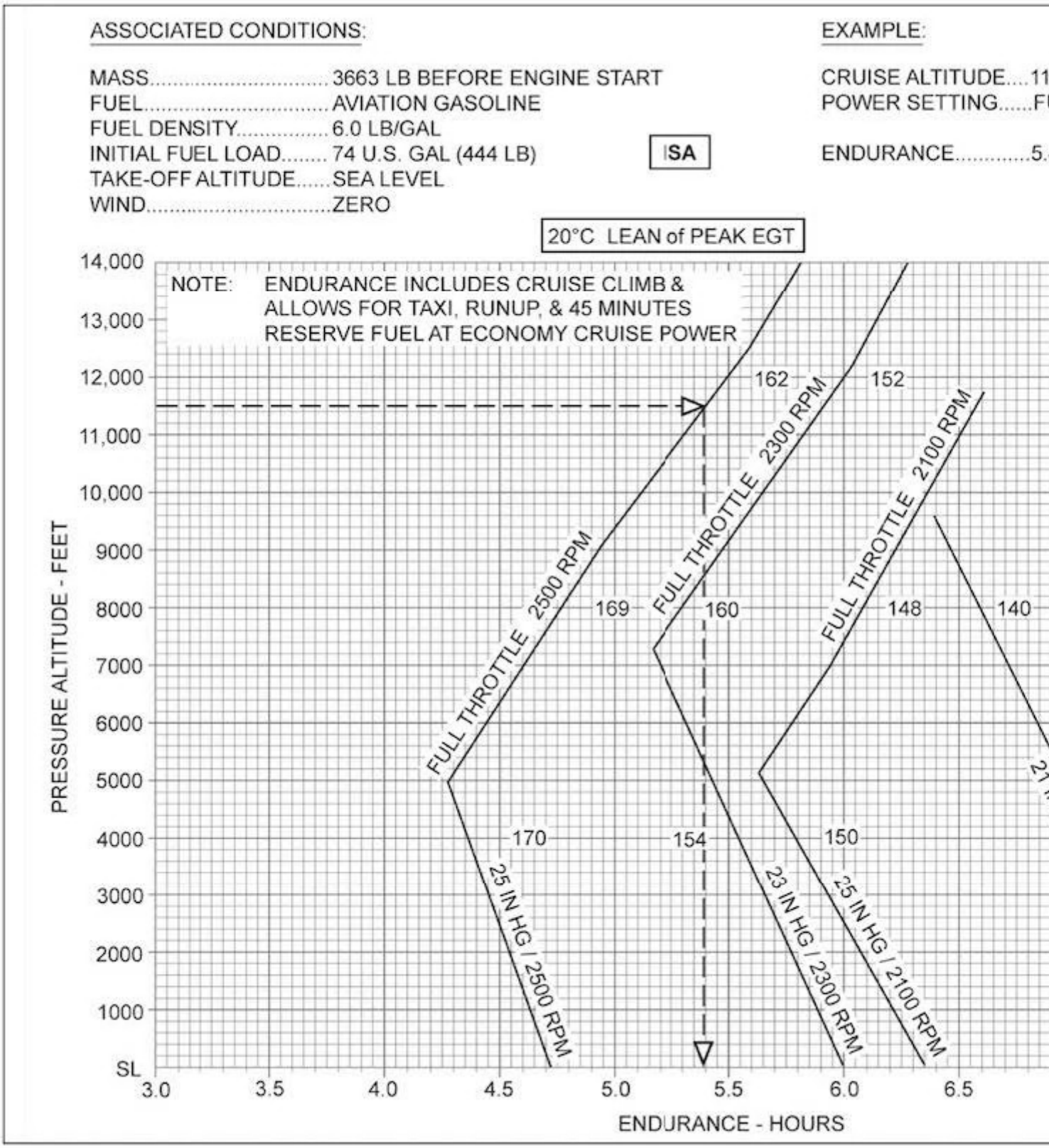
a) VHF RTF, ADF, VOR and transponder
b) Serviceable VHF RTF, VOR and ILS
c) VHF RTF, VOR, INS and transponder
d) VHF RTF, VOR, ILS and transponder

20. Low intensity obstacle lights on fixed objects shall be:

a) Flashing red.
b) Flashing yellow.
c) Fixed orange.
d) Fixed red.

21. Use the attached SEP1 training Figure 2.5 under its associated conditions: initial fuel load 444 lb before engine start, sea-level departure and ISA conditions. At pressure altitude 7500 ft, full throttle degrees C lean of peak EGT, what approximate endurance does the graph give, including its stated c reserve allowances?

Endurance


ASSOCIATED CONDITIONS:
MASS.....3663 LB BEFORE ENGINE START
FUEL.....AVIATION GASOLINE
FUEL DENSITY.....6.0 LB/GAL
INITIAL FUEL LOAD.....74 U.S. GAL (444 LB)
TAKE-OFF ALTITUDE.....SEA LEVEL
WIND.....ZERO
ISA
EXAMPLE:
CRUISE ALTITUDE....11
POWER SETTING.....F
ENDURANCE.....5.
20°C LEAN of PEAK EGT
NOTE: ENDURANCE INCLUDES CRUISE CLIMB & ALLOWS FOR TAXI, RUNUP, & 45 MINUTES RESERVE FUEL AT ECONOMY CRUISE POWER
PRESSURE ALTITUDE - FEET
14,000
13,000
12,000
11,000
10,000
9000
8000
7000
6000
5000
4000
3000
2000
1000
SL
3.0
3.5
4.0
4.5
5.0
5.5
6.0
6.5
ENDURANCE - HOURS
FULL THROTTLE 2500 RPM
FULL THROTTLE 2300 RPM
FULL THROTTLE 2100 RPM
25 IN HG / 2500 RPM
23 IN HG / 2300 RPM
25 IN HG / 2100 RPM
162
152
169
160
148
140
170
154
150

a) 05 hours 12 minutes
b) 05 hours 23 minutes
c) 04 hours 42 minutes
d) 05 hours 20 minutes

22. Regarding flight in severe turbulence, which of the following statements is true?

a) Flight in severe turbulence may lead to a stall and/or structural limitations being exceeded

b) Flap extension in severe turbulence at constant speed moves the centre of pressure aft, which increases the structural limitation margins

c) By increasing the flap setting in severe turbulence at constant speed the stall speed will be reduced and the risk for exceeding the structural limits will be decreased

d) Flap extension in severe turbulence at constant speed increases both the stall speed and the structural limitation margins

23. Flight crew members on the flight deck shall keep their safety belt fastened:

a) Only during take-off and landing

b) While at their station

c) From take-off to landing

d) Only during take-off and landing and whenever deemed necessary by the commander in the interest of safety

24. An ATS airspace where IFR and VFR are permitted, IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as

a) Airspace D

b) Airspace B

c) Airspace E

d) Airspace A

25. To be as accurate as possible, an anemometer must be calibrated according to the following formula:

a) Bernoulli, taking into account the air compressibility.

b) Saint-Venant, considering the air as an uncompressible fluid.

c) Saint-Venant, taking into account the air compressibility.

d) Bernoulli, considering the air as an uncompressible fluid.

26. What are the characteristics of cumuliform clouds?

a) Large water droplets, instability, turbulence, showers and mainly clear ice.

b) Small water droplets, instability, turbulence, extensive areas of rain and rime ice.

c) Small water droplets, stability, no turbulence and extensive areas of rain.

d) Large water droplets, stability, no turbulence, showers and mainly rime ice.

27. The holdover time of an aircraft's ground anti-icing treatment has been exceeded before take-off. Under the operator's approved procedures, what action is required?

a) Apply directly anti-icing fluid without previous de-icing.

b) Arrange an approved pre-take-off contamination check or re-treatment. If re-treatment is necessary, remove the previous treatment's residue and carry out a complete new de-icing/anti-icing treatment.

c) De-ice the aeroplane.

d) Operate the aeroplane de-icing/anti-icing systems.

28. A pilot can determine the amount of oxygen in a bottle by observing its:

a) Level.

b) Pressure.

c) Temperature.

d) Volume.

29. Using the CAA CAP 696 definition of useful load (take-off mass minus dry operating mass), calculate the useful load for: Basic Empty Mass 4800 kg, Dry Operating Mass 5050 kg, Zero Fuel Mass 6210 kg and Take-off Mass 8010 kg.

a) 3210 kg

b) 2960 kg

c) 1160 kg

d) 1800 kg

30. A significant inversion at low height is a characteristic of:

a) The passage of cold front

b) Advection fog

c) Nocturnal radiation

d) Cumulus clouds

31. EUROCONTROL Network Manager has discontinued its repetitive flight plan (RPL) service. For regularly operated IFR flights handled by IFPS, what must an operator now do?

a) Submit an RPL covering at least ten consecutive days

b) File an individual flight plan for each flight

c) Submit an RPL only after twenty consecutive occurrences

d) Rely on the published commercial timetable instead of filing flight plans

32. Under the general SERA IFR radio-failure procedure in IMC, with no specific published SID/STAR procedure applying and no EAT received and acknowledged, descent from the designated destination aid or fix should commence:

a) At, or as close as possible to, the ETA

b) After 3 minutes, if an expected approach time is not acknowledged

c) Immediately after reaching in any case

d) 5 minutes after the last expected approach time acknowledged

33. What is the length of an approach lighting system of a precision-approach runway CAT II:

a) 300 m

b) 150 m

c) 600 m

d) 900 m

34. In the conventional NDB inbound-track establishment criterion, also reflected in EASA approach training, the aircraft should be within which angle of the required bearing before further descent after the inbound turn?

a) +/-10°

b) +/-2.5°

c) +/-5°

d) +/-2°

35. Concerning the effects of drugs and pilot's performance

a) The primary and the side effects have to be considered

b) Only the primary effect has to be considered

c) Side effects are negligible

d) Medication has no influence on pilot's performance

36. A ground feature was observed on a relative bearing of 325° and five minutes later on a relative bearing of 280°. The aircraft heading was 165°(M), variation 25°W, drift 10° Right and GS 360 kt. When the relative bearing was 280°, the distance and true bearing of the aircraft from the feature was:

a) 40 NM and 060°

b) 30 NM and 240°

c) 30 NM and 060°

d) 40 NM and 240°

37. While on IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?

a) Submit a detailed report to ATC within 24 hours

b) Request an amended clearance or cancel the IFR flight plan

c) Squawk 7700

d) The appropriate ATC unit shall be notified of the action taken as soon as circumstances permit

38. An efficient flight deck (synergetic cockpit) will be observed when:

a) The Captain delegates the decision making process to other crew members

b) The plan of action is defined by the Captain because of his experience level

c) Decisions do not need to be discussed because of a common synergy between the crew members

d) Decisions are taken by the Captain with the help and participation of the other crew members

39. Evacuation slide normal inflation is achieved by:

a) A pressurised gas canister.

b) Pressurized air from the air conditioning system.

c) A manual pump, used when needed by the cabin crew.

d) The aircraft's general pneumatic circuit.

40. EHAM 120600Z 02025KT 3000 RA BKN005 OVC015 11/10 Q1012= Which of the following is the correct decode for the Amsterdam METAR?

a) Observation at 06:00 UTC, wind 020° at 25 kts, visibility 3000 m in rain, clouds: broken with base 500 ft AGL and 8 oktas with base 1500 ft AGL, temperature +11°C, dew point +10°C, QNH 1012 hPa.

b) Period of validity between 06:00 UTC and 00:00 UTC; wind 020° at 25 kts, visibility 3000 m in rain, clouds: broken with base 500 ft AGL and 8 oktas with base 1500 ft AGL, temperature +11°C, dew point +10°C, QNH 1012 hPa.

c) Period of validity between 06:00 UTC and 00:00 UTC; wind 020° at 25 kts, visibility 3000 metres in rain; clouds: broken ST with base 500 ft AGL and 8 oktas NS with base 1500 ft AGL, temperature +11°C, dew point +10°C, QNH 1012 hPa.

d) Observation at 06:00 UTC, wind 020° at 25 kts, visibility 3000 m in rain, broken clouds with base 500 ft MSL and 8 oktas of clouds with base 1500 ft MSL, temperature +11°C, dew point +10°C, QNH 1012 hPa.

41. You are to determine the maximum fuel load which can be carried in the following conditions: - dry operating mass: 2800 kg - trip fuel: 300 kg - traffic load: 400 kg - maximum take-off mass: 4200 kg - maximum landing mass: 3700 kg

a) 700 kg

b) 1000 kg

c) 500 kg

d) 800 kg

42. Pneumatic mechanical devices that provide ice protection:

a) Are usually used as de-icing devices.

b) Are usually used on aeroplanes equipped with turbo-fan engines.

c) Require large quantities of bleed air.

d) Can only be used as anti-icing devices.

43. What is the name of the northerly, cold and strong wind, that sometimes blows over a certain part of Europe (France)?

a) Foehn.

b) Bora.

c) Mistral.

d) Typhoon.

44. Is there any difference between the vertical speed versus forward speed curves for two identical aeroplanes having different masses? (assume zero thrust and wind)

a) Yes, the difference is that the heavier aeroplane will always glide a greater distance.

b) No difference.

c) Yes, the difference is that the lighter aeroplane will always glide a greater distance.

d) Yes, the difference is that for a given angle of attack both the vertical and forward speeds of the heavier aeroplane will be larger.

45. In the approximately linear pre-stall aerodynamic range, the aerodynamic centre of a wing is the point about which:

a) Changes of lift due to variations in angle of attack are constant.

b) Aerodynamic forces are constant.

c) The pitching moment coefficient does not vary with angle of attack.

d) The aeroplane's lateral axis intersects with the centre of gravity.

46. Which of the following is unlikely to have any effect on the position of the centre of gravity on an aeroplane in flight?

a) Changing the tailplane (horizontal stabiliser) incidence angle.

b) Normal consumption of fuel for a swept wing aeroplane.

c) Movement of cabin attendants going about their normal duties.

d) Lowering the landing gear.

47. Which symptom of hypoxia is the most dangerous for conducting safe flight?

a) Dizziness

b) Lack of adaptation

c) The degradation of reasoning and perceptive functions

d) Lack of accommodation

48. An aircraft at latitude 10N flies south at a groundspeed of 445 kph. What will be its latitude after 3 h?

a) 12°15'S

b) 22°00'S

c) 02°00'S

d) 03°50'S

49. The critical Mach number can be increased by

a) Sweepback of the wings.

b) An increase in wing aspect ratio.

c) A T-tail.

d) Positive dihedral of the wings.

50. The responsibility for determination of the mass of 'operating items' and 'crew members' included within the Dry Operating Mass lies with

a) The authority of the state of registration.

b) The commander.

c) The person compiling the weighing schedule.

d) The operator.

51. A stationary bow shock ahead of a blunt nose in the free stream requires supersonic upstream flow. It can first exist at a free-stream Mach number:

a) A Mach number just below M = 1

b) Mach 1

c) A Mach number just above M = 1

d) The critical Mach number

52. What shall the pilot's read back be for 'Climb to FL 280':

a) Climbing to flight level two eighty

b) Climbing to flight level two eight zero

c) Climbing to two eighty

d) Climbing two eight zero

53. Under CAT.IDE.A.240, 100% of passengers in a non-pressurised CAT aeroplane must be supplied with supplemental oxygen for the entire flying time above which pressure altitude?

a) 13000 ft.

b) 15000 ft.

c) 14000 ft.

d) 10000 ft.

54. When a commercial transport passenger aircraft is equipped with a door in the flight crew compartment area, this door must include:

a) A device preventing the flight crew from being locked in the cockpit.

b) A locking system to prevent any unauthorized access.

c) A sealing system which, in case of depressurisation in the compartment area allows the maintenance of the pressure in the cockpit for as long as possible.

d) Distinctive red or yellow coloured markings indicating the access area (in case of a blocked door).

55. Given: Dry operating mass (DOM)= 33510 kg Traffic Load= 7600 kg. Trip fuel (TF)= 2040 kg Final reserve fuel= 983 kg Alternate fuel= 1100 kg. Contingency fuel= 5% of trip fuel. Which of the listed estimated masses is correct?

a) Estimated take-off mass= 45233 kg.

b) Estimated landing mass at destination= 43193 kg.

c) Estimated landing mass at destination= 43295 kg.

d) Estimated take-off mass= 43295 kg.

56. For a CAT aeroplane first issued with an individual Certificate of Airworthiness before 1 April 1998, a required cockpit voice recorder must retain at least the preceding:

a) Flight.

b) 25 hours of operation.

c) 48 hours of operation.

d) 2 hours of operation.

57. The pendulum type detector system of the directional gyro feeds:

a) A torque motor on the sensitive axis

b) A nozzle integral with the outer gimbal ring

c) 2 torque motors arranged horizontally

d) A levelling erection torque motor

58. With the other directional-stability and damping characteristics unchanged, what tends to increase susceptibility to weakly damped Dutch roll?

a) A forward movement of the centre of gravity.

b) An increased static directional stability.

c) An increased anhedral.

d) An increased static lateral stability.

59. When is an aircraft station allowed to use its abbreviated call sign?

a) Only after satisfactory communication has been established

b) After it has been addressed in this manner by the aeronautical ground station

c) In dense traffic

d) Provided no confusion is likely to result

60. The critical Mach number for an aerofoil equals the free stream airfoil Mach number at which:

a) The maximum operating temperature is reached.

b) A shock-wave appears on the upper surface.

c) The local airflow first reaches sonic speed (M = 1) at some point on the aerofoil.

d) The entire airflow around the aerofoil becomes supersonic.

61. Which one of the following inputs to an Area Navigation System (R-NAV) comes from an external, not on-board, system?

a) Inertial Navigation System (INS) position

b) Magnetic heading

c) Pressure altitude

d) VOR/DME radial/distance

62. The expression 'transmitting blind due to receiver failure' implies that no answer is expected. It shall be used by:

a) An aircraft station doing blind transmissions at a 'non-towered' airfield

b) A radar controller performing a PAR or SRE final approach

c) An aircraft station being aware of receiver failure

d) A ground station broadcasting information to all listening stations

63. When an EFIS removes the associated VOR deviation bar or bearing pointer after a receiver failure, the main purpose is to:

a) Automatically show the bearing to an untuned alternative VOR station.

b) Avoid presenting invalid VOR information as usable navigation guidance.

c) Indicate that the selected VOR course has automatically been reset to north.

d) Replace the failed VOR’s bearing with a reliable bearing derived from aircraft heading alone.

64. If one of the 12 cells of a Lead-acid battery has a broken connection rendering it inoperable, the battery:

a) Has 1/12 less voltage, but can still be used.

b) Has 1/12 less capacity, but can still be used.

c) Has 1/12 less voltage and less capacity, but can still be used.

d) Is unserviceable.

65. The normal arterial blood-pressure of a healthy adult at rest is (systolic/diastolic):

a) 120/80 mm Hg

b) 220/180 mm Hg

c) 180/120 mm Hg

d) 80/20 mm Hg

66. For standard performance class A turbojet dispatch to a wet destination runway, without approved wet-runway AFM data or reduced landing distance approval, the LDA is 3000 m. What is the maximum unfactored dry AFM landing distance permitted by the 60% dry-runway rule and the 15% wet-runway increment?

a) 2609 m

b) 1800 m

c) 2070 m

d) 1565 m

67. An AC generator driven by a CSD unit:

a) Does not need a voltage controller since the CSD will ensure constant voltage.

b) Requires a voltage controller to maintain constant voltage under load.

c) Requires a voltage controller to maintain constant frequency.

d) Does not need a voltage controller since an AC generator voltage cannot alter under load.

68. What information does a conventional two-dimensional primary radar provide for an ATC display when no secondary-radar or other identification/altitude data are associated with the return?

a) Aircraft position and SSR code.

b) Aircraft position, SSR code and altitude.

c) Aircraft position only.

d) Aircraft altitude.

69. In order to reduce QFE to QNH, which of the following item(s) must be known?

a) Temperature at the airfield
b) Elevation of the airfield and the temperature at MSL
c) Elevation of the airfield
d) Elevation of the airfield and the temperature at the airfield

70. Fastair 345 is instructed: “STAND BY FOR TOWER 118.900”. What does this instruction mean?

a) Fastair 345 shall establish radio contact with TOWER on frequency 118.9
b) Fastair 345 shall change to frequency 118.9 on which information is being broadcast
c) Fastair 345 shall squawk standby and then establish radio contact with TOWER on frequency 118.9
d) Fastair shall change to frequency 118.9 and listen out, but the TOWER will initiate further communications

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Response Scheme

Compare your answers with the following diagram and mark your score!

01: **C**	02: **A**	03: **B**	04: **B**
05: **D**	06: **B**	07: **A**	08: **A**
09: **D**	10: **A**	11: **D**	12: **B**
13: **A**	14: **B**	15: **B**	16: **B**
17: **A**	18: **B**	19: **B**	20: **D**
21: **A**	22: **A**	23: **B**	24: **C**
25: **C**	26: **A**	27: **B**	28: **B**
29: **B**	30: **C**	31: **B**	32: **A**
33: **D**	34: **C**	35: **A**	36: **B**
37: **D**	38: **D**	39: **A**	40: **A**
41: **D**	42: **A**	43: **C**	44: **D**
45: **C**	46: **A**	47: **C**	48: **C**
49: **A**	50: **D**	51: **C**	52: **B**
53: **A**	54: **B**	55: **C**	56: **D**
57: **D**	58: **D**	59: **B**	60: **C**
61: **D**	62: **C**	63: **B**	64: **D**
65: **A**	66: **D**	67: **B**	68: **C**
69: **C**	70: **D**		

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Response form

Use this form to mark your answers

01:	02:	03:	04:
05:	06:	07:	08:
09:	10:	11:	12:
13:	14:	15:	16:
17:	18:	19:	20:
21:	22:	23:	24:
25:	26:	27:	28:
29:	30:	31:	32:
33:	34:	35:	36:
37:	38:	39:	40:
41:	42:	43:	44:
45:	46:	47:	48:
49:	50:	51:	52:
53:	54:	55:	56:
57:	58:	59:	60:
61:	62:	63:	64:
65:	66:	67:	68:
69:	70:		

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