

# Exam simulation

ATPL - Airline Transport Pilot license - Meteorology



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**STUDENT NAME:**

**DATE AND TIME:**

**01. Which of the figures depicts an Electronic Flight Instrument System (EFIS) display in PLAN mode?**

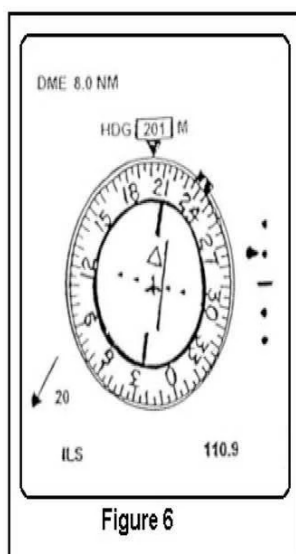
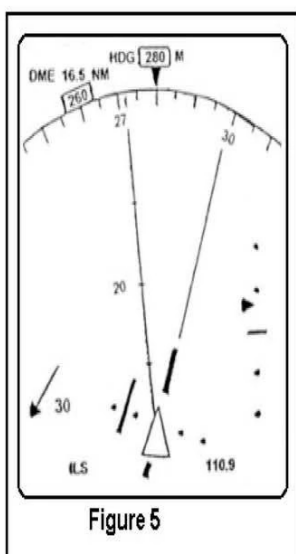
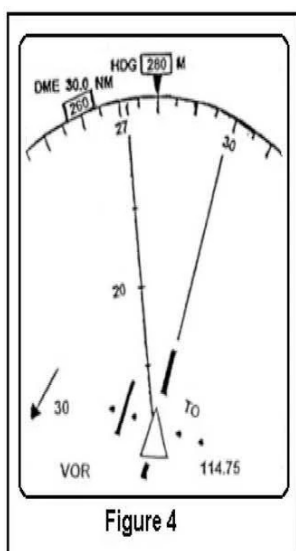
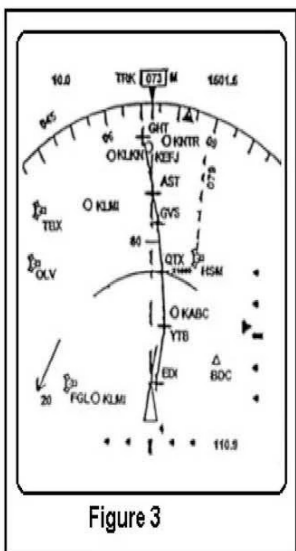
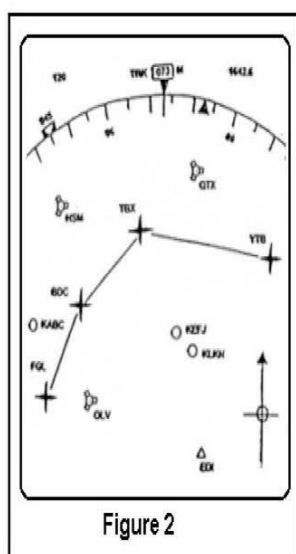
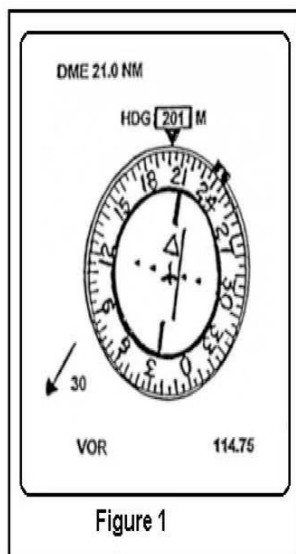
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- a) Figure 4
- b) Figure 3
- c) Figure 6
- d) Figure 2

## 02. Which statement with respect to the step climb is correct?

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- a) Executing a desired step climb at high altitude can be limited by buffet onset at g-loads greater than 1
- b) A step climb is executed in principle when, just after levelling off, the 1.3g altitude is reached
- c) A step climb is executed because ATC desires a higher altitude
- d) A step climb must be executed immediately after the aeroplane has exceeded the optimum altitude

## 03. The centre of gravity of a body is that point

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- a) Where the sum of the moments from the external forces acting on the body is equal to zero
- b) Through which the sum of the forces of all masses of the body is considered to act
- c) Which is always used as datum when computing moments
- d) Where the sum of the external forces is equal to zero

**04. A revenue flight is to be made by a jet transport. The following are the aeroplane's structural limits:-Maximum Ramp Mass: 69 900 kg-Maximum Take-off Mass: 69 300 kg-Maximum Landing Mass: 58 900 kg-Maximum Zero Fuel Mass: 52 740 kgTake-off and landing masses are not performance limited. Dry Operating Mass: 34 930 kgTrip Fuel: 11 500 kg Taxi Fuel: 250 kgContingency & final reserve fuel: 1 450 kg Alternate Fuel: 1 350 kg. The maximum traffic load that can be carried is:**

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- a) 21 070 kg
- b) 21 170 kg
- c) 20 420 kg
- d) 17 810 kg

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## 05. What is a practical advantage of the NAVSTAR/GPS 'All in View' receiver technique?

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- a) Is receiving the signals of all visible satellites but tracking only those of the 4 with the best geometric coverage
- b) Is receiving and tracking the signals of all 24 operational satellites simultaneously
- c) Is tracking more than the required 4 satellites and can instantly replace any lost signal with another already being monitored
- d) Requires the signals of all visible satellites for navigation purposes

## 06. When requested by an Authority to produce the aircraft documentation required to be carried on board, the commander:

---

- a) Shall comply within a reasonable period of time.
- b) Shall only comply if authorised by the operator.
- c) Can refuse to present them.
- d) Can request a delay of 48 hours.

## 07. When are ATIS broadcasts updated?

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- a) Every 30 minutes if weather conditions are below those for VFR
- b) Otherwise hourly
- c) Only when weather conditions change enough to require a change in the active runway or instrument approach in use
- d) Upon receipt of any official weather, regardless of content change or reported values

## 08. Prolonged running at low rpm can have an adverse effect on the functioning of the:

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- a) Carburettor.
- b) Sparking plugs.
- c) Fuel filter.
- d) Oil pump.

## 09. When flying in cold air (colder than standard atmosphere), indicated altitude is:

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- a) Higher than the true altitude.
- b) Equal to the standard altitude.
- c) The same as the true altitude.
- d) Lower than the true altitude.

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**10. Among the following, select the ATC unit in charge of controlling the traffic:**

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- a) AFIS
- b) ATIS
- c) AIS
- d) Departure

**11. A sector distance is 450 NM long. The TAS is 460 kt. The wind component is 50 kt tailwind. What is the still-air distance?**

---

- a) 414 Nautical Air Miles (NAM)
- b) 499 Nautical Air Miles (NAM)
- c) 511 Nautical Air Miles (NAM)
- d) 406 Nautical Air Miles (NAM)

**12. What is the correct call sign of Fastair 345 in the initial call to the aerodrome control tower and the approach control unit, if the aircraft has a maximum take-off weight of more than 136 tonnes:**

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- a) Fastair 345 heavy
- b) Fastair 345 widebody
- c) Fastair 345
- d) Heavy Fastair 345

**13. In order to avoid CB a pilot wants to turn right to a magnetic heading of 100 degrees. The correct way to ask the ATC unit for permission is:**

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- a) Request right turn to heading one-double-0
- b) Request right turn to heading one-hundred degrees
- c) Request right turn to heading one-point-zero-zero
- d) Request right turn, heading one-zero-zero

**14. When mixing or contact does take place between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed**

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- a) The passengers concerned and their cabin baggage shall be re screened before boarding an aircraft
- b) The persons not subjected to security control shall be identified
- c) Only the passengers cabin baggage are to be re screened
- d) Only the passengers are to be re screened

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**15. A twin engine aeroplane in cruise flight with one engine inoperative has to fly over high ground. In order to maintain the highest possible altitude the pilot should choose:**

---

- a) The long range speed
- b) The speed corresponding to the minimum value of  $(\text{lift} / \text{drag})^{3/2}$
- c) The speed corresponding to the maximum value of the lift / drag ratio
- d) The speed at the maximum lift

**16. 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

**17. Shimmy occurs on the nose wheel landing gear during taxiing when 1. the wheels tend to describe a sinusoidal motion on the ground 2. the wheels no longer respond to the pilot's actions This effect is overcome by means of: 3. the torque link 4. a damper associated with the steering cylinder. The combination of correct statements is:**

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- a) 1, 4.
- b) 2, 3.
- c) 2, 4.
- d) 1, 3.

**18. In the ground-air emergency code the symbol "X" means:**

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- a) Require medical assistance.
- b) Place suitable for helicopter landing.
- c) Yes.
- d) Require assistance.

**19. In the NAVSTAR/GPS satellite navigation system, receiver clock error:**

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- a) Is the biggest part of the total error
- b) It cannot be corrected
- c) Can be minimised by synchronisation of the receiver clock with the satellite clocks
- d) Is corrected by using signals from four satellites

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## 20. RADAR instructs aircraft X-BC: 'X-BC squawk ident'. What does this mean:

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- a) Radar identification has been achieved by correlating an observed radar blip with aircraft XY-ABC
- b) X-BC should perform an identification turn of at least 020 degrees
- c) X-BC shall operate the IDENT button
- d) X-BC shall reselect his assigned mode and code

## 21. What is the correct way for the pilot to acknowledge that ATIS Information Golf has been received:

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- a) Information Golf
- b) We have the ATIS Golf
- c) We have the Information
- d) Weather Golf received

## 22. The deviation of the magnetic compass is due to the action of:

---

- a) The hard iron pieces influenced by the geomagnetic field
- b) The hard iron pieces and the soft iron pieces influenced by the hard iron pieces
- c) The hard iron pieces influenced by the mild iron pieces
- d) The soft iron pieces influenced by the geomagnetic field

## 23. What is the radiotelephony call sign for the aeronautical station indicating approach control radar arrivals?

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- a) ...ARRIVAL
- b) ...DIRECTOR
- c) ...RADAR
- d) ...APPROACH

## 24. Given: AGL = above ground level AMSL = above mean sea level FL = flight level within uncontrolled airspace, the first usable level in IFR must provide a 500' margin above the following two levels:

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- a) FL30 or 100' AGL
- b) 3000' AMSL or 1500' AGL
- c) FL30 or 1500' AGL
- d) 3000' AMSL or 1000' AGL

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**25. To avoid wake turbulence, when departing behind a larger aircraft, the pilot should manoeuvre:**

---

- a) Below and downwind from the larger aircraft
- b) Above and downwind from the larger aircraft
- c) Below and upwind from the larger aircraft
- d) Above and upwind from the larger aircraft

**26. A message concerning an aircraft being threatened by grave and imminent danger, requiring immediate assistance is called:**

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- a) Flight safety message.
- b) Distress message.
- c) Class B message.
- d) Urgency message.

**27. What does the abbreviation 'RVR' mean?**

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- a) Runway visibility report
- b) Radar vectors requested
- c) Recleared via route...
- d) Runway visual range

**28. If the QNH at Locarno (200 metres above sea level) is 1025 hPa, what is the approximate QFE?**

---

- a) 995 hPa
- b) 1000 hPa
- c) 1025 hPa
- d) 1005 hPa

**29. In the alveoli gas exchange takes place (external respiration). Which gas will diffuse from the blood into the lungs?**

---

- a) Carbon dioxide.
- b) Oxygen.
- c) Ambient air.
- d) Carbon monoxide.

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**30. A Lambert's conical conformal chart has standard parallels at 63°N and 41°N. What is the constant of the cone?**

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- a) 0,707
- b) 0,891
- c) 0,656
- d) 0,788

**31. RADAR informs aircraft X-BC: 'X-BC identified'. What does this mean:**

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- a) X-BC should perform an identification turn
- b) X-BC is not visible on the radar screen
- c) X-BC should operate the IDENT-button
- d) Radar identification has been achieved

**32. Which of these phrases is used if you want to communicate that a message: 'Consider that transmission as not sent':**

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- a) Cancel my last message
- b) Disregard
- c) My last transmission is cancelled
- d) Forget it

**33. When compared to still air conditions, a constant headwind component:**

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- a) Increases the best rate of climb
- b) Decreases the angle of climb
- c) Increases the angle of flight path during climb
- d) Increases the maximum endurance

**34. In aeronautics, the most commonly used batteries are NiCd because:**

---

- a) They weigh less than lead-acid batteries.
- b) They are cheaper than lead-acid batteries.
- c) Their electrolyte is neither corrosive nor dangerous.
- d) Their output voltage is less constant than lead-acid batteries.

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**35. Except when prescribed in procedures or made possible by agreements, aircraft under radar-control shall not be vectored closer to the boundary of controlled airspace than:**

---

- a) 2,5 NM
- b) 5 NM
- c) 3 NM
- d) 1,5 NM

**36. Under CS-25 colour code rules features displayed in cyan/blue, on an Electronic Flight Instrument Systems (EFIS), indicate:**

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- a) Engaged modes
- b) The flight director bar(s)
- c) The sky
- d) Flight envelope and system limits

**37. An island appears  $45^\circ$  to the right of the centre line on an airborne weather radar display. What is the true bearing of the aircraft from the island if at the time of observation the aircraft was on a magnetic heading (MH) of  $215^\circ$  with the magnetic variation (VAR)  $21^\circ W$ ?**

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- a)  $059^\circ$
- b)  $329^\circ$
- c)  $239^\circ$
- d)  $101^\circ$

**38. Search and Rescue. The colour of droppable containers and streamers for food and water is:**

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- a) Red
- b) Black
- c) Blue
- d) Yellow

**39. What is normally used for ATIS broadcasts?**

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- a) Voice channel of an ILS
- b) NDB frequencies
- c) Discrete VHF frequency or/and VOR
- d) DME voice channel

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**40. Which of these statements about rudder limiting are correct or incorrect? 1) A rudder ratio changer system reduces the rudder deflection for a given rudder pedal deflection as the IAS decreases. 2) A variable stop system limits both rudder and rudder pedal deflection as the IAS increases.**

---

- a) 1) is correct, 2) is correct.
- b) 1) is correct, 2) is incorrect.
- c) 1) is incorrect, 2) is correct.
- d) 1) is incorrect, 2) is incorrect.

**41. Passenger A has passed through security and meets passenger B who has not been through security. What should be the subsequent procedure?**

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- a) Both passengers to pass through security.
- b) Passenger A to pass through security again.
- c) Passenger B to pass through security.
- d) Both passengers and their luggage to pass through security.

**42. Fastair 345 has been instructed to contact Stephenville ARRIVAL on frequency 118.0. What is the correct way to indicate it will follow this instruction:**

---

- a) Changing over Fastair 345
- b) Changing to ARRIVAL Fastair 345
- c) 118.0 Fastair 345
- d) Stephenville ARRIVAL Fastair 345

**43. The true airspeed (TAS) is:**

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- a) Higher than the speed of the undisturbed airstream about the aeroplane
- b) Lower than the indicated airspeed (IAS) at ISA conditions and altitudes below sea level
- c) Lower than the speed of the undisturbed airstream about the aeroplane
- d) Equal to the IAS, multiplied by the air density at sea level

**44. Select the air traffic service in charge of control of local traffic, take-offs and landings at an airport.**

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- a) Control
- b) Radar
- c) Air Traffic Centre
- d) Tower

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**45. As a pilot in command, during flight preparation, if you are notified that a dangerous package has been damaged during its loading, you:**

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- a) Ensure that arrangements are made for its removal
- b) Mention it on the shipper's declaration
- c) Accept it after a visual inspection
- d) Mention it on the Notification to Captain

**46. Given: Maximum structural take-off mass= 146 900 kg Maximum structural landing mass= 93 800 kg Maximum zero fuel mass= 86 400 kg. Trip fuel= 27 500 kg. Block fuel= 35 500 kg. Engine starting and taxi fuel = 1 000 kg. The maximum take-off mass is equal to:**

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- a) 113 900 kg
- b) 121 300 kg
- c) 120 300 kg
- d) 120 900 kg

**47. For planning an IFR flight without a destination alternate aerodrome, VMC conditions must be forecast to remain effective for at least:**

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- a) 2 hours before to at least 2 hours after the expected time of arrival
- b) 3 hours before to at least 1 hour after the expected time of arrival
- c) 1 hour before to at least 1 hour after the expected time of arrival
- d) 3 hours before to at least 3 hours after the expected time of arrival

**48. What does the instruction 'Fastair 345 recycle 1240' mean?**

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- a) Fastair 345 is requested to set new code 1240
- b) Fastair 345 is requested to reselect assigned mode and code 1240
- c) RADAR instructs Fastair 345 to stop squawk 1240 immediately
- d) RADAR informs Fastair 345 that radar service is terminated at time 1240

**49. Factors liable to affect most NDB/ADF system performance and reliability include:**

---

- a) Static interference - night effect - absence of failure warning system
- b) Coastal refraction - lane slip - mountain effect
- c) Height error - station interference - mountain effect
- d) Static interference - station interference - latitude error

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**50. Assuming a five dot display on either side of the ILS localiser cockpit display, what is the angular displacement of the aircraft from the localiser centreline when the CDI is deflected 2 dots to the right?**

---

- a) 2.0° to the right.
- b) 2.0° to the left.
- c) 1.0° to the right.
- d) 1.0° to the left.

**51. The Maximum Taxi (Ramp) Mass is governed by:**

---

- a) Tyre speed and temperature limitations.
- b) Structural considerations.
- c) Taxi distance to take-off point.
- d) Bearing strength of the taxiway pavement.

**52. An IFR aircraft in controlled airspace experiences complete radio communication failure after departure. Which action is the current general priority?**

---

- a) Set transponder Code 7600 and follow any published radio communication failure procedure, or the applicable rules and last acknowledged clearance if no specific procedure applies.
- b) Always maintain the last assigned level for exactly 3 minutes and then climb according to the flight plan.
- c) Immediately climb to the planned cruising level in every case.
- d) Return to the departure aerodrome in every case.

**53. The density altitude is:**

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- a) The pressure altitude corrected for the relative density prevailing at this point
- b) The temperature altitude corrected for the difference between the real temperature and the standard temperature
- c) The pressure altitude corrected for the density of air at this point
- d) The altitude of the standard atmosphere at which the density is equal to the actual density of the atmosphere

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**54. In the building principle of a gyroscope, the best efficiency is obtained through the concentration of the mass:**

---

- a) Close to the axis and with a high rotation speed.
- b) On the periphery and with a low rotation speed.
- c) On the periphery and with a high rotation speed.
- d) Close to the axis and with a low rotation speed.

**55. The Flight Management Computer (FMC) position is:**

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- a) The actual position of the aircraft at any point in time
- b) The same as that given on the No. 1 IRS
- c) The computed position based on a number of sources (IRS, Radio, ILS, GPS etc)
- d) Another source of aircraft position; it is independent of other navigation sources (IRS, Radio, ILS, etc)

**56. A MLS without DME-P provides:**

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- a) An ILS-like approach
- b) A staged approach but not with a curved path
- c) A category 3 approach
- d) An approach with a curved path but not staged

**57. In accordance with Air OPS and if necessary, the number of life rafts to be carried on board an aeroplane must allow the transportation of the entire aeroplane occupants:**

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- a) Plus 10 %.
- b) In the case of a loss of one raft of the largest rated capacity.
- c) Plus 30 %.
- d) Plus 50 %.

**58. The current in a DC circuit, according to Ohm's law, can be described as:**

---

- a) Directly proportional to both the voltage and the resistance.
- b) Inversely proportional to the resistance and directly proportional to the voltage.
- c) Inversely proportional to both the voltage and the resistance.
- d) Equal to the voltage and directly proportional to the resistance.

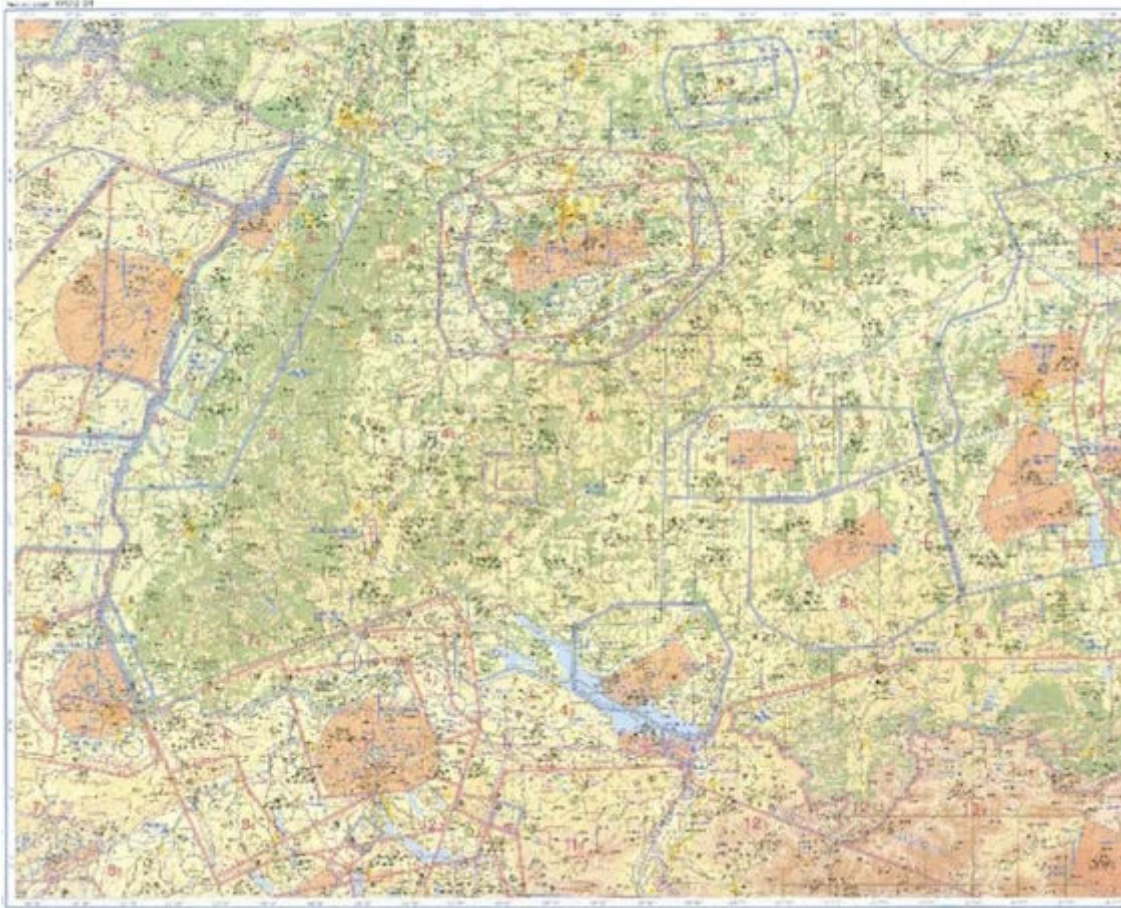
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**59. Refer to the General Student Pilot Route Manual - VFR Chart ED-4: Flying from SAULGAU airport (48°02'N, 009°31'E) to ALTENSTADT airport (47°50'N, 010°53'E). Find magnetic course and the distance.**



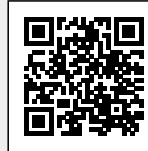
- a) Magnetic course 282°, distance 112 km
- b) Magnetic course 092°, distance 82 NM
- c) Magnetic course 091°, distance 54 NM
- d) Magnetic course 078°, distance 82 NM

**60. To minimize the risk of hydroplaning during landing the pilot should:**

- a) Use maximum reverse thrust, and should start braking below the hydroplaning speed.
- b) Use normal landing-, braking- and reverse technique.
- c) Make a 'positive' landing and apply maximum reverse thrust and brakes as quickly as possible.
- d) Postpone the landing until the risk of hydroplaning no longer exists.

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**61. Which of the following are to be taken into account for the runway in use for take-off?**

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- a) Airport elevation, runway slope, standard temperature, pressure altitude and wind components
- b) Airport elevation, runway slope, standard temperature, standard pressure and wind components
- c) Airport elevation, runway slope, outside air temperature, standard pressure and wind components
- d) Airport elevation, runway slope, outside air temperature, pressure altitude and wind components

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**62. An aircraft experiencing radio communication failure on an IFR flight in IMC is assumed to:**

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- a) Proceed to an area from where the flight can be continued according to the visual flight rules
- b) Proceed in accordance with the current flight plan to the designated navigation aid serving the destination aerodrome
- c) Execute a VMC approach at the nearest suitable aerodrome
- d) Divert to the most suitable aerodrome according to the route of flight

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**63. On a reciprocating engine aeroplane, to maintain a given angle of attack, configuration and altitude at higher gross mass:**

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- a) The airspeed will be decreased and the drag increased
- b) The airspeed and the drag will be increased
- c) The airspeed will be increased but the drag does not change
- d) The lift / drag ratio must be increased

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**64. An occlusion is called a warm occlusion when the cold air:**

---

- a) At the rear of the occlusion is colder than the cold air ahead.
- b) Ahead of the surface position of the occlusion is only at a higher altitude.
- c) At the rear of the occlusion is colder than the cold air ahead, with the warm air at a higher altitude.
- d) At the rear of the occlusion is less cold than the cold air ahead, with the warm air at a higher altitude.

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**65. The automatic flight control system is coupled to the guidance outputs from an inertial navigation system. Which pair of latitudes will give the greatest difference between initial track read-out and the average true course given, in each case, a difference of longitude of 10°?**

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- a) 60°N to 50°N
- b) 60°N to 60°N
- c) 30°S to 25°S
- d) 30°S to 30°N

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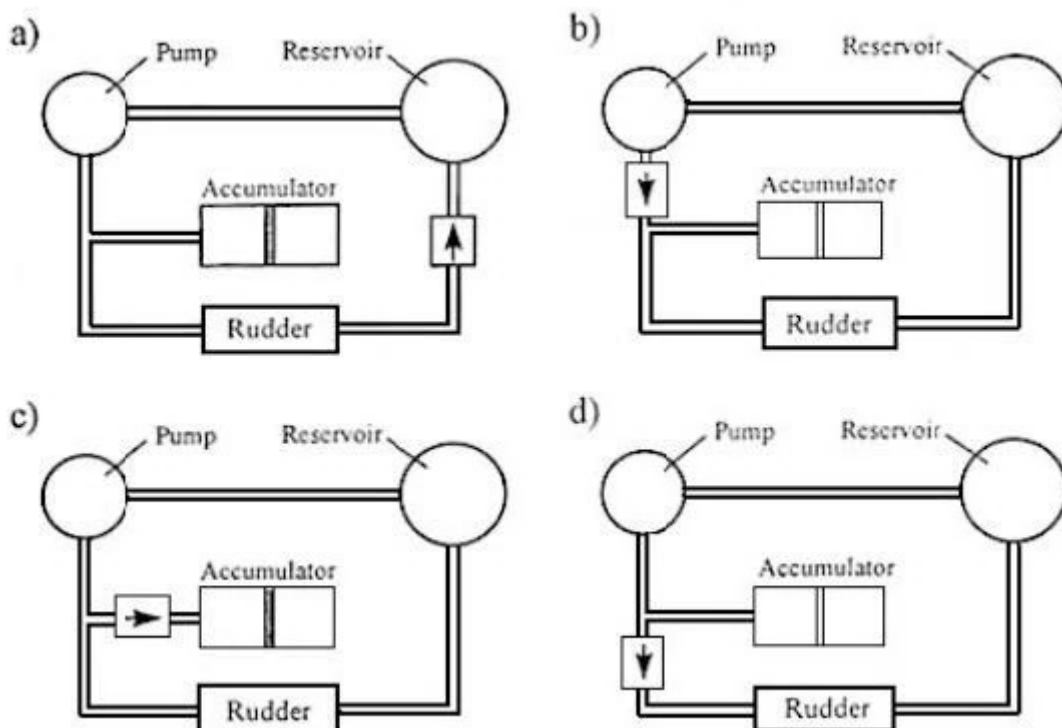


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**66. The illumination of the green landing gear light indicates that the landing gear is:**

- a) Locked-down and its door is locked.
- b) In the required position.
- c) Not in the required position.
- d) Locked-down.

**67. The hydraulic system that works correctly is shown in the figure:**



- a) A
- b) B
- c) D
- d) C

**68. An aircraft encountering radio communication failure on an IFR flight in VMC is assumed to:**

- a) Leave controlled airspace and continue the flight within uncontrolled airspace
- b) Continue to fly in VMC, land at the nearest suitable aerodrome, report its arrival
- c) Continue the flight to destination aerodrome in any case
- d) Squawk IDENT and proceed to the alternate aerodrome

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**69. A semi-monocoque aircraft fuselage structure usually consists of:**

---

- a) Frames, fittings, stringers.
- b) Skin, frames, stringers.
- c) Ribs, front spar, rear spar.
- d) Ribs, spars, skin.

**70. In accordance with Air OPS, for a pressurised aeroplane, the minimum requirement for supplemental oxygen needed to supply 100 % of the passengers following a cabin pressurisation failure, is:**

---

- a) 30 minutes.
- b) The entire flight time when the cabin pressure altitude exceeds 13000 ft.
- c) The entire flight time where the cabin pressure altitude exceeds 15000 ft, but in no case less than 10 minutes.
- d) The entire flight time after 30 minutes at pressure altitude greater than 10000 ft but not exceeding 13000ft.

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## Response Scheme

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

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

# Exam simulation

ATPL - Airline Transport Pilot license - Meteorology



QuizVds.it

## 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: _____		