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**NEW QUESTION: 1**The intra-LTE handover is divided into intra-station handover and inter-station handover. When there is an X2 interface between stations, inter-station handover is also called X2 handover.**A. False****B. True****Answer: B**

**NEW QUESTION: 2**Charles A. Lindbergh is remembered as the first person to make a nonstop solo flight across the Atlantic, in 1927. This feat, when Lindbergh was only twenty-five years old, assured him a lifetime of fame and public attention. Charles Augustus Lindbergh was more interested in flying airplanes than he was in studying. He dropped out of the University of Wisconsin after two years to earn a living performing daredevil airplane stunts at country fairs. Two years later, he joined the United States Army so that he could go to the Army Air Service flight-training school. After completing his training, he was hired to fly mail between St. Louis and Chicago. Then came the historic flight across the Atlantic. In 1919, a New York City hotel owner offered a prize of \$25,000 to the first pilot to fly nonstop from New York to Paris. Nine St. Louis business leaders helped pay for the plane Lindbergh designed especially for the flight. Lindbergh tested the plane by flying it from San Diego to New York, with an overnight stop in St. Louis. The flight took only 20 hours and 21 minutes, a transcontinental record. Nine days later, on May 20, 1927, Lindbergh took off from Long Island, New York, at 7:52 A. M. He landed at Paris on May 21 at 10:21 P. M. He had flown more than 3,600 miles in less than thirty four hours. His flight made news around the world. He was given awards and parades everywhere he went. He was presented with the U. S. Congressional Medal of Honor and the first Distinguished Flying Cross. For a long time, Lindbergh toured the world as a U. S. goodwill ambassador. He met his future wife, Anne Morrow, in Mexico, where her father was the United States ambassador. During the 1930s, Charles and Anne Lindbergh worked for various airline companies, charting new commercial air routes. In 1931, for a major airline, they charted a new route from the east coast of the United States to the Orient. The shortest, most efficient route was a great curve across Canada, over Alaska, and down to China and Japan. Most pilots familiar with the Arctic did not believe that such a route was possible. The Lindberghs took on the task of proving that it was. They arranged for fuel and supplies to be set out along the route. On July 29, they took off from Long Island in a specially equipped small seaplane. They flew by day and each night landed on a lake or a river and camped. Near Nome, Alaska, they had their first serious emergency. Out of daylight and nearly out of fuel, they were forced down in a small ocean inlet. In the next morning's light, they discovered they had landed on barely three feet of water. On September 19, after two more emergency landings and numerous close calls, they landed in China with the maps for a safe airline passenger route. Even while actively engaged as a pioneering flier, Lindbergh was also working as an engineer. In 1935, he and Dr. Alexis Carrel were given a patent for an artificial heart. During World War I in the 1940s, Lindbergh served as a civilian technical advisor in aviation. Although he was a civilian, he flew over fifty combat missions in the Pacific. In the 1950s, Lindbergh helped design the famous 747 jet airliner. In the

late 1960s, he spoke widely on conservation issues. He died August 1974, having lived through aviation history from the time of the first powered flight to the first steps on the moon and having influenced a big part of that history himself. What happened immediately after Lindbergh crossed the Atlantic? **A.** He left college. **B.** He flew the mail between St. Louis and Chicago. **C.** He married Anne Morrow. **D.** He attended the Army flight-training school. **E.** He was given the Congressional Medal of Honor. **Answer: E**

**NEW QUESTION: 3A.** Option B **B.** Option D **C.** Option C **D.** Option A **Answer: B**  
**Explanation:** You can use log files on servers running Network Policy Server (NPS) and NAP client computers to help troubleshoot NAP problems. Log files can provide the detailed information required for troubleshooting complex problems. You can capture detailed information in log files on servers running NPS by enabling remote access tracing. The Remote Access service does not need to be installed or running to use remote access tracing. When you enable tracing on a server running NPS, several log files are created in %windir%\tracing. The following log files contain helpful information about NAP: IASNAP.LOG: Contains detailed information about NAP processes, NPS authentication, and NPS authorization. IASSAM.LOG: Contains detailed information about user authentication and authorization. Membership in the local Administrators group, or equivalent, is the minimum required to enable tracing. Review details about using the appropriate accounts and group memberships at Local and Domain Default Groups (<http://go.microsoft.com/fwlink/?LinkId=83477>). To create tracing log files on a server running NPS Open a command line as an administrator. Type netsh ras set tr \* en. Reproduce the scenario that you are troubleshooting. Type netsh ras set tr \* dis. Close the command prompt window. <http://technet.microsoft.com/en-us/library/dd348461%28v=ws.10%29.aspx>-----

**NEW QUESTION: 4A** wholesaler sells printer cartridges. The minimum order quantity is 5. There is a 20% discount for orders of 100 or more printer cartridges. You have been asked to prepare test cases using various values for the number of printer cartridges ordered. Which of the following groups contain three test inputs that would be generated using Boundary Value Analysis? **A.** 1, 20, 100. **B.** 4, 5, 99. **C.** 5, 6, 20. **D.** 4, 5, 80. **Answer: B**

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