

Question 1. The FAA was created as a result of the introduction of the jet engine.

Passage: *An accident that occurred in the skies over the Grand Canyon in 1956 resulted in the establishment of the Federal Aviation Administration (FAA) to regulate and oversee the operation of aircraft in the skies over the United States, which were becoming quite congested.*

2. Air traffic control started after the Grand Canyon crash in 1956.

Passage: *An accident that occurred in the skies over the Grand Canyon in 1956 resulted in the establishment of the Federal Aviation Administration (FAA) to regulate and oversee the operation of aircraft in the skies over the United States, which were becoming quite congested. The resulting structure of air traffic control has greatly increased the safety of flight in the United States, and similar air traffic control procedures are also in place over much of the rest of the world.*

Rudimentary air traffic control (ATC) existed well before the Grand Canyon disaster. As early as the 1920s, the earliest air traffic controllers manually guided aircraft in the vicinity of the airports, using lights and flags, while beacons and flashing lights were placed along cross-country routes to establish the earliest airways. However, this purely visual system was useless in bad weather, and, by the 1930s, radio communication was coming into use for ATC. The first region to have something approximating today's ATC was New York City, with other major metropolitan areas following soon after.

3. Beacons and flashing lights are still used by the ATC today.

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4. Some improvements were made in radio communication during World War II.

Passage: *In the 1940s, ATC centers could and did take advantage of the newly developed radar and improved radio communication brought about by the Second World War, but the system remained rudimentary.*

5. Class F airspace is airspace which is below 365m and not near airports.

Passage: *In general, from 365m above the ground and higher, the entire country is blanketed by controlled airspace. In certain areas, mainly near airports, controlled airspace extends down to 215m above the ground, and, in the immediate vicinity of an airport, all the way down to the surface.*

Uncontrolled airspace is designated Class F.

6. All aircraft in class E airspace must use IFR.

Passage: *The difference between Class E and A airspace is that in Class A, all operations are IFR, and pilots must be instrument-rated, that is, skilled and licensed in aircraft instrumentation.*

7. A pilot entering class C airspace is flying over an average-sized city.

Passage: *Three other types of airspace, Classes D, C and B, govern the vicinity of airports. These correspond roughly to small municipal, medium-sized metropolitan and major metropolitan airports respectively, and encompass an increasingly rigorous set of regulations.*