Tekst 2.

WHO'S REALLY FLYING THE PLANE?

Air travel has always been rich with conspiracy theories and old wives' tales. I've heard it all. Nothing, however, frustrates me more than the myths about cockpit automation – this widespread view that in some not-too-distant future pilots will not be necessary on the plane at all. This nonsense is constantly in the news and millions of people actually believe it. It's true that processors and electronic control systems allow pilots to fly 'hands off' just after take-off, continuing through the flight route and – in very rare cases – all the way through to landing. But that doesn't mean the planes actually fly themselves.

Of course, the technology can help but it should be the pilot who decides how and when to use it. During his famous 'miracle on the Hudson' emergency landing in 2009, Capt. Chesley Sullenberger had the backup of the computer autopilot. He was in the pilot's seat when Airbus A320 collided with a flock of geese and lost thrust 2,700 feet over Manhattan. Computer-assisted flight systems were active but there was no need for them. In fact, flight control computers actually posed a problem for Sullenberger because the flight software interfered with his efforts and thus prevented him from keeping the plane's nose a little higher during the last four seconds before he brought US Airways Flight 1549 down in the icy Hudson River. "We hit harder than we would have if I had been able to keep the nose up," he said.

During a normal flight, there's no way to know when your pilots are using computer-programmed automatic flight systems but one thing is sure: hands-on flying hasn't disappeared and it won't do so in the near future.

adapted from https://edition.cnn.com

6.4. In the first paragraph, we learn that the author is frustrated by

A. the idea that automation will replace pilots.
B. pilots' overreliance on automated computer control systems.
C. the prospect of take-off and landing becoming fully automated.
D. the attention the media pay to experts working on computer autopilots.

6.5. During the 'miracle on the Hudson' the software

A. broke down just before landing.
B. was used inappropriately by the pilot.
C. made landing the plane more challenging.
D. caused serious problems when the plane hit the water.

PRZENIEŚ ROZWIĄZANIA NA KARTĘ ODPOWIEDZI!