

Airport 2010&sortw

Michael Branigan

Denver International Airport Charles J. Cannon, Denver International Airport, 1995

Dulles International Airport United States. Federal Aviation Agency, 1963

Dallas/Fort Worth International Airport Bruce A. Bleakley, 2013 Encompassing 27 square miles, Dallas/Fort Worth International is one of the world's largest and busiest airports, accommodating more than 150,000 passengers each day. The 1974 opening of D/FW was preceded by nearly half a century of an often acrimonious aviation rivalry between Dallas and Fort Worth that featured a colorful cast of business leaders, municipal officials, and airline executives. Through its first 40 years, D/FW grew from a regional hub into a global crossroads for passenger and air cargo service. Bold, imaginative leadership sustained the airport through the failure of its largest tenant airline, the effects of 9/11, an air traffic controllers' strike, and more than one fuel crisis. An extraordinary economic engine for North Texas, D/FW stands poised to become home to the world's largest airline, validating the original planners' dream of a dynamic focal point for domestic and international commercial aviation.

Chicago O'Hare International Airport United States. Federal Aviation Administration, 1976

Los Angeles International Airport William A. Schoneberger, Ethel Pattison, Lee Nichols, Flight Path Learning Center of Southern California, 2009 Growth on the flatlands along the western extents of Imperial Highway in the 1920s was once measured in beans, barley, and jackrabbits. After 2000, the site that became Los Angeles International Airport would be measured by the more than 60 million passengers and nearly two million tons of cargo passing through it each year. One of the world's busiest airports grew out of Mines Field and expanded quickly in the 1930s with the exploits of Charles Lindbergh and Amelia Earhart, Howard Hughes and Will Rogers, Curtiss and Martin, and Boeing and Lockheed. After World War II, this large portion of coastal Los Angeles between El Segundo and Marina del Rey became the main airport for Greater Los Angeles. With the advent of the jet age in the town of the jet set, LAX became a nexus of international travel and a symbol of sophistication as the Gateway to the World, a cutting-edge center for the overlapping spheres of aviation, business, politics, and entertainment.

Westchester County Airport Kent Patterson, 2017-02-06 Westchester County Airport is referred to by the International Air Transport Association as HPN or, more endearingly by its patrons, White Plains Airport. The airport is unique in that it has the feel of a rural or regional airport but is within the New York metro area. Today, the airport bustles with traffic, accommodating commercial airlines, business, and private aviation. The golden age of aviation gave way to a major industry with the employment of modern airports featuring lighted concrete runways and new technologies like radio. In Westchester County, this all began with a seaplane operation at Rye-Cove in the early 1920s, followed by the call for a county airport in 1928, but it did not come to fruition until 1945. World War II generated a need for an airfield at Rye Lake, and by 1945, diminished defense needs permitted the transition from military airfield to county airport.

Washington Dulles International Airport Margaret C. Peck, 2005 Washington Dulles International Airport is one of the three major airports that transports passengers into and out of the Washington, D.C., metropolitan area. The

beauty of the site is admired not only by millions who arrive and leave the area, but by local residents as well. After an extensive study of three separate locations in Virginia, Pres. Dwight D. Eisenhower agreed to the Chantilly site and later chose to rename the world's first jet airport after his former secretary of state, John Foster Dulles. Renowned architect Eero Saarinen designed the magnificent building that serves as a gateway in and out of the United States. Today, the once peaceful farming area and small villages have turned into a fast-paced business world filled with thousands of new homes and residents.

Denver Airports Jeffrey C. Price, Jeffrey S. Forrest, Shahn G. Sederberg, 2019-04-29 On the cusp of the Great Depression, Denver mayor Benjamin Stapleton pushed for the development of the first city-operated airport. Denver Municipal Airport opened in 1929 with three hub airlines. While Stapleton would be honored to later have the airport named after him, by the mid-1980s, the name Stapleton had become synonymous with congestion, flight delays, and frequent closures when the snow moved in. To solve the problem, Denver mayor Federico Peña envisioned a massive new airport, but when Denver International Airport (DIA) opened in 1995, its three hub airlines had whittled away to just one, and critics warned of dire consequences. Yet the airport persevered, and today, with its iconic tent roof, six runways, and 53 square miles of land, it stands amongst the most beautiful and busiest airports in the world. This is the story of three airports and how they brought the city from cow town to boomtown.

Common Use Facilities and Equipment at Airports Rick Belliotti, Airport Cooperative Research Program, 2008 This synthesis study is intended to inform airport operators, stakeholders, and policy makers about common use technology that enables an airport operator to take space that has previously been exclusive to a single airline and make it available for use by multiple airlines and their passengers. Common use is a fundamental shift in the philosophy of airport space utilization. It allows the airport operator to use existing space more efficiently, thus increasing the capacity of the airport without constructing new gates, concourses, terminals, or check-in counters. This synthesis was prepared to help airport operators, airlines, and other interested parties gain an understanding of the progressive path of implementing common use, noted as the common use continuum. It identifies advantages and disadvantages to airports and airlines, and touches on the effects of common use on the passenger. The information for the synthesis was gathered through a search of existing literature, results from surveys sent to airport operators and airlines, and through interviews conducted with airport operators and airlines.

A History of Chicago's O'Hare Airport Michael Branigan, 2011-10-20 "Delves into O'Hare's past and present, based on Branigan's extensive research and his interviews with aviation professionals and enthusiasts" (Chicago Tribune). In 1942, a stretch of Illinois prairie that had served as a battleground and a railroad depot became the site of a major manufacturing plant, producing Douglas C-54 Skymasters for World War II. Less than twenty years later, that plot of land boasted the biggest and busiest airport in the world. Many of the millions who have since passed through it have likely only regarded it as a place between cities. But for people like Michael Branigan, who has spent years on its tarmac, they know that O'Hare is a city unto itself, with a fascinating history of

gangsters, heroes, mayors, presidents, and pilots. Includes photos! "This book reads like no other in the aviation industry from the historical context. Mike is a prolific writer with a knack for telling a story in a way that people can easily relate and understand." –TribLocal

Airport ground access M. Gorstein, L. Frenkel, R. Marek, 1978

Airline Airports United States. Federal Aviation Agency, 1958

The End of Airports Christopher Schaberg, 2015-11-19 A sequel and companion to the groundbreaking *The Textual Life of Airports*, *The End of Airports* combines critical theory, cultural studies, and media studies to encourage readers to think differently about contemporary air travel.

Phoenix Sky Harbor International Airport, 2006

Midway Airport David E. Kent, 2013-03-25 In 1903, Chicago fell in love with flying. Enterprising people opened airfields and designed and built aircraft, and aviators won big money at air meets. After World War I, aviation was a serious matter with explosive commercial potential. A transcontinental airmail service was established and became the impetus for the first airlines. Aspiring to be first in aviation, the City of Chicago considered each of its existing airfields to develop into its new, modern municipal airport. It chose none of them and instead decided on a square mile of property 10 miles southwest of the city as the location for what would soon become the World's Busiest Airport.

John F. Kennedy International Airport Joshua Stoff, 2009-07-13 John F. Kennedy International Airport opened in 1948, after the realization set in that the newly built LaGuardia Airport was unable to handle the volume of air traffic for New York City. Pushed through by New York's Mayor Fiorello LaGuardia, the airport was to be located 14 miles from Manhattan, in Jamaica Bay, Queens, on the site of the old Idlewild Golf Course. For its first years, Idlewild Airport, as it was originally known, consisted of a low-budget temporary terminal and a series of Quonset huts. A major new building program began in the mid-1950s, and the airport rapidly changed from a ramshackle series of buildings into a glamorous-looking city. Renamed John F. Kennedy International Airport in 1963, it has now grown to cover 5,000 acres.

International Airport Gaynor Cauter, 1980

LaGuardia Airport Joshua Stoff, 2008 Constructed closer to Manhattan than the commercially unsuccessful Floyd Bennett Field, LaGuardia Airport was conceived in the mid-1930s as New York City mayor Fiorello LaGuardia realized the need for a great airport for one of the world's great cities. Originally known as New York Municipal Airport, the popular airport soon had its name changed to recognize LaGuardia's enormous contribution to the project. At the time of its opening in 1939, it was the largest and most advanced commercial airport in the world with terminals considered art deco masterpieces. Although a very large airport for the era in which it was built, by the late 1940s it was the world's busiest airport and clearly too small for the increasing amount of air traffic. Through the years its runways were lengthened and facilities were improved to handle larger and faster aircraft. Still one of America's busiest airports, LaGuardia has witnessed the steady progress of American commercial

aviation, from flying boats to jetliners.

Intermodal Transportation Katherine Siggerud (au), 2005-11 With the number of airplane passengers using U.S. airports expected to grow to 1 billion by the year 2015, ground access to U.S. airports has become an important factor in the development of our nation's transport. networks. Increases in the number of passengers traveling to & from airports will place greater strains on our nation's airport access roads & airport capacity, which can have a number of negative economic & social effects. This report addresses the development of intermodal capabilities at U.S. airports, incl.: (1) the roles of different levels of gov't. & the private sector; (2) the extent to which such facilities have been developed; (3) benefits, costs, & barriers to such development; & (4) strategies to improve these capabilities. Charts & tables.

Airport Arthur Hailey, 1999

Whispering the Techniques of Language: An Mental Journey through **Airport 2010&sortw**

In a digitally-driven earth where displays reign great and immediate transmission drowns out the subtleties of language, the profound secrets and mental subtleties concealed within phrases often go unheard. Yet, situated within the pages of **Airport 2010&sortw** a charming literary value sporting with raw feelings, lies a fantastic quest waiting to be undertaken. Composed by an experienced wordsmith, this marvelous opus invites viewers on an introspective journey, gently unraveling the veiled truths and profound affect resonating within the very fabric of each and every word. Within the mental depths of this poignant review, we will embark upon a genuine exploration of the book's primary subjects, dissect their captivating publishing model, and fail to the powerful resonance it evokes deep within the recesses of readers' hearts.

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