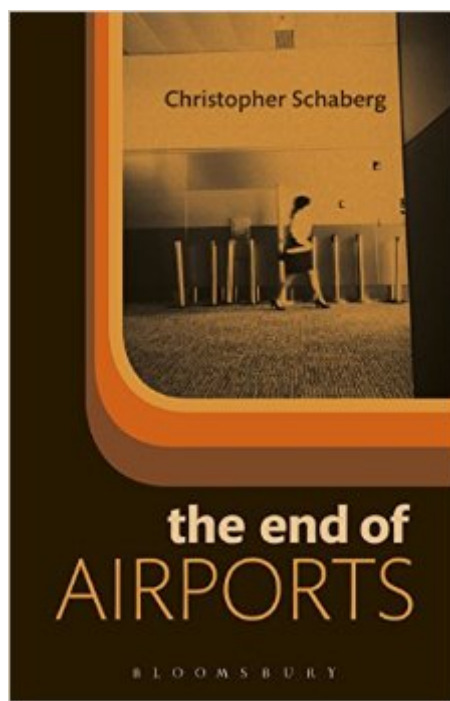


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The End Of Airports



Synopsis

If air travel was once the bold future, it has now settled into a mundane, on-going present. We no longer expect romantic experiences or sublime views, but just hope that we get from here to there with minimal hassle. In *The End of Airports*, Christopher Schaberg suggests that even as the epoch of flight approaches a threshold of banality, there are still mysteries to be unraveled around our aircraft and airfields. Drawing from his own experiences working at an airport, as well as interpreting these spaces from the perspective of a cultural critic, Schaberg explores the secret lives of jet bridges, seating areas, concourses, and tarmac vehicles, showing how the ordinary objects of flight call for wonder and inquiry. *The End of Airports* is not an obituary--it's more like an ode to terminals in the digital age.

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Customer Reviews

On his way to an advanced degree in English literature, and a career as literary critic, Christopher Schaberg was waylaid by a need to make money â “ and soon enough to begin working as a man-of-all-trades for an airline at a small airport in Bozeman, Montana. It changed his life. The world of literature, as it has been presented to most enthusiasts in America, is something stable, secured in a great tradition built up over the ages by great writers; even if literature is often innovative, it is innovative in predictable ways. The world of airports and airplanes is something different. It is relatively new. It is very complex, technologically, economically, and bureaucratically. It takes one person to write a book; it takes thousands to build and manage a plane. Moreover, for all the

engineering and planning that goes into the operations of commercial airport today, and for all the systems of security and safety that essential to it, there is something breezy about it, something unworldly, placeless and vacuous. The airport for most people is a place to get through; it is not a destination. And airplane travel, however common, is unworldly too. It disorients are native senses of time and space, in the first respect speeding us, in the second confining us in a very tight and fragile space. For many of us it is something of an ordeal, but an ordeal without an end, or at least without an end-in-itself. Yet it is a fundamental condition of modern life. Having written a definitive, objective study of the literature of airports, Schaberg now gets personal and poetic. In the first part, Schaberg tells the story of his working at an airport, including his working at one during the time of 9/11.

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