



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

New York Airways Collection - Stockholders Information, 1953-1968

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HISTORY AND BUSINESS

General

The Corporation was incorporated under the laws of the State of Delaware on August 31, 1949. Its executive offices and principal place of business are located in Building No. 3, Seaplane Hangar No. 2, LaGuardia Airport, Flushing, New York. The Corporation is presently authorized by the Civil Aeronautics Board to carry mail and property by helicopter in the New York Metropolitan Area and to carry passengers by helicopter between the three principal airports serving New York City. It is also authorized to carry passengers over its entire route one year after the inauguration of mail and property service. Its present operation, which were initiated on October 15, 1952, consist of the carriage of mail.

Franchise

The Corporation operates under a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board on March 13, 1952. In accordance with the Board's present policy with respect to local service carriers, this Certificate is a temporary Certificate, effective to and including March 31, 1957. Temporary certificates have also been issued by the Board to the only two other scheduled helicopter carriers operating in the United States, i.e. in Los Angeles and Chicago. Under its Certificate, the Corporation is authorized, subject to the conditions therein set forth, to conduct transportation by air or mail, persons, and property, over this route, designated as Route No. 111 (see map), which consists of the following segments in New York, New Jersey, and Connecticut:

1. Between the terminal point LaGuardia Airport, the intermediate point Newark Airport, and the terminal point New York International Airport;
2. Between the co-terminal point LaGuardia, Newark and New York International Airports and a terminal point on the Island of Manhattan;
3. Between the terminal point LaGuardia Airport, the intermediate points Mt. Vernon, Yonkers, Scarsdale, White Plains, Tarrytown, and Ossining, N.Y., and the terminal point Peekskill, N.Y.;
4. Between the terminal point LaGuardia Airport, the intermediate points New Rochelle, Mamaroneck and Rye, N.Y., Greenwich, Stamford, South Norwalk and Fairfield, Conn., and the terminal point Bridgeport, Conn.;
5. Between the terminal point LaGuardia Airport, the intermediate points Great Neck, Hicksville, Garden City, Freeport, Rockville Center and Long Beach, N.Y., and the terminal point Far Rockaway, N.Y.;
6. Between the terminal point Newark Airport, the intermediate points Rutherford and Passaic, N. J., and the terminal point Paterson, N. J.;
7. Between the terminal point Newark Airport, the intermediate points North Bergen, Englewood and Hackensack, N. J., and the terminal point Ridgewood, N. J.;
8. Between the terminal point Newark Airport, the intermediate points Montclair, Summit and Morristown, N. J., and the terminal point Dover, N.J.;
9. Between the terminal point Newark Airport, the intermediate points Westfield, Plainfield, New Brunswick, and Princeton, N. J., and the terminal point Trenton, N. J.;
10. Between the terminal point Newark Airport, the intermediate points Staten Island, N. Y., Perth Amboy, Red Bank and Long Branch, N. J., and the terminal point Asbury Park, N. J.

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