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Staying connected while flying is getting a lot easier these days, with Wi-Fi at airports and on board, but not all airports and planes are equally tech-friendly. Check out this infographic to find the best way to fly with all your devices. Based on extensive research from PC World at the busiest airports, as well as other data from the New York Times, the graphic shows which airports have fast recording and download speeds (go Charlotte!) and which airlines give you the most tech amenities such as mobile check-ins and Wi-Fi on board (yay Delta!). Other tech travel tips are also stuffed here as well. Here's the full infographic (click for extension):What are the best airports for business travelers? | Online MBA Many of the credit card offers that appear on the website are from companies that ThePointsGuy.com a refund. This compensation may affect how and where products appear on this site (including, for example, the order in which they appear). This site does not include all credit card companies or all available credit card offerings. For more information, please visit our advertising policies page. Editorial note: The opinions expressed here are by the author himself, not those of any bank, credit card depositor, airline or hotel chain, and have not been reviewed, approved or otherwise approved by any of these entities. June 22, 2017 11:03 AM ET Order Reprint Press Article Shares of American Airlines (AAL) received a boost today after it emerged that Qatar Airways is interested in taking a 10% stake in the company, Agence France-Presse/Getty Images It's a strange announcement, as the Wall Street Journal's Robert Wall, Susan Carey and Imani Moise point out. The move is even more unusual in that American is one of three U.S. carriers, including Delta Air Lines Inc and United Continental Holdings Inc, that have tried to block Qatar Airways and other Middle East rivals from expanding aggressively in the U.S. U.S. carriers say Qatar Airways, Emirates Airline and Eithad Airways are competing unfairly because of government subsidies, accusations Gulf airlines deny. Emirates is owned by the Government of Dubai; Ethad is owned by the government of Abu Dhabi. Evercore ISI analyst Duane Pfennigwerth believes the implications of Qatar Airways's desire to invest in American Airlines: In a press release this morning American announced that it had recently received unsolicited notice from Qatar Airways that it intends to buy up to 10% of AAL's equity. This would not be an agreed transaction (rather open market purchases). Qatar Airways has submitted a filing under the Hart-Scott-Rodino Act (HSR) regarding its potential investment in American Airlines shares (the more than \$81 million investment requires DoJ approval, typically a 30-day process). In addition, the American Council must any purchase greater than 4.75% 4.75% with large NOL balances usually have limitations on changes in ownership to maintain/analyze the effect on the VALUE of the NOL). The U.S. Council has not received any written request in this regard. Finally, all U.S. airlines have restrictions on foreign ownership that limit interest in foreign voting to 24.9%. This potential investment would in no way change the U.S. board's composition, management, management or strategic direction. In addition, American stated that this does not alter the company's lobbying efforts regarding the need to enforce Open Skies agreements with the United Arab Emirates and Qatar and to ensure fair competition with Gulf carriers. If Qatar receives HSR approval, the main consequence of this morning's announcement (if intentions are sincere) is likely near-term incremental demand for AAL shares from a known buyer (up to ~\$2.4b/~48m shares). American Airlines shares rose 2.2 percent to \$49.50 at 10:52 a.m. this morning.m, but the announcement did not bring much support to other airlines. United Continental (UAL) gained 0.1 percent to \$77.51, while Delta Air Lines (DAL) rose 0.7 percent to \$52.66. Shares of American Airlines (AAL) received a boost today after it emerged that Qatar Airways was interested in taking a 10% stake in the company. An error has occurred, please try again later. Thank you This article was posted on recent articlesHow airlines continue their efforts to give passengers ways to feel comfortable enough to fly in a new pandemic normally, Delta Air Lines in the middle of the announ ... The Department for Transport (DOT) has introduced a new set of standards to determine whether an airline was unfair or deceptive in its dealings w... Delta Air Line pilots should be happy to go into Thanksgiving weekend. On Wednesday, they voted yes on a cost-cutting deal to avoid more than... Riding the rollercoaster of the COVID-19 pandemic is quite difficult for the average Joe, but it's even more about existence for businesses, especia... Seven of the U.S.' largest airlines are begging Congress for another bailout, claiming the \$25 billion in payroll aid they received earlier in gove... There's cause for celebration at Boeing. The US Federal Aviation Administration (FAA) has withdrawn an order that halted Boeing's commercial operations... The once hostile skies of the COVID-19 pandemic now bring performance improvements on time. However, getting a refund from the airline conti ... 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For months, airlines have been working on a hygiene angle to try to get passengers to believe that air travel is safe during a pandemic. While some trave ... Page 1 of 2 Other Airlines and Airport News Articles The latest study from JD Power proves something you would no longer suspect: Airline passengers are not very satisfied. A 2019 study of airport satisfaction in North America found that passenger satisfaction with domestic airports has transferred this year amid widespread delays and crowds. According to the findings, the cessation of passenger satisfaction comes after several years of rapid growth. The main culprit is probably not what you would expect: Improvement. With major terminal construction projects now underway [at] many airports, it is still impossible for passengers not to experience some form of disruption, said Michael Taylor, Travel Intelligence Lead at JD Power. Although these projects are absolutely necessary to address increasing demand, they are currently causing delays and confusion for passengers. This translates into a rushed passenger experience and less money spent on food, beverages and retail—and it slows down the progress of airport satisfaction we've seen in the last few years. The best and worst U.S. airports, according to Americans So, which are the culprits, and which U.S. airports are widely liked? J.D. Power mentions Los Angeles, Boston, Chicago and Atlanta as airports currently undergoing major construction projects. LAX is a notoriously traffic- and delay-added airport, with a massive refurbishment currently underway that is aimed at easing airport traffic in the future. A five-year transportation improvement project is also underway in Boston, a \$1.2 billion overhaul of Chicago O'Hare that will last until 2021 began this year. The largest U.S. airport, Hartsfield-Jackson Airport in Atlanta, is well into an expansion project that will run until 2022. J.D. Power says the stagnant growth in U.S. airport satisfaction comes from airports trying to improve. According to the rankings, a larger number of passengers cited construction-related delays to get to and from the airport between their handles. As for the U.S. airports that customers are actually happy with, J.D. Power names these three best winners for overall customer satisfaction: the Detroit Metropolitan The Regional Airport (DTW), Minneapolis-Saint Paul International Airport (MSP) Orlando International Airport (MCO) and Las Vegas McCarran International Airport (LAS) tied for third First Three Major Airports and Central Airports for Customer Satisfaction are: Portland, Oregon (PDX), Dallas Love Field (DAL), Tampa International (TPA); and Indianapolis International (IND), Jacksonville International (JAX) and Buffalo Niagara (BUF). The flip side of the construction discontent problem is that top-performing airports are all newer or recently renovated facilities that have emerged from their construction phase with the services and easy access passengers want. JD Power suggests that this means that there's definitely light at the end of the tunnel for wider airport satisfaction. In addition to airport renovations, J.D. Power sees promise for biometric screening. The study showed a five-point increase in safety satisfaction due to improved TSA processing and the wider adoption of biometric screening technologies that simplify the process. So it's safe to assume that expanded automated security clearances will be part of those upcoming new-and-better airports, too. Readers: Is your local airport going through a certain amount of construction? (Is your local airport always going through a certain amount of construction?) How has this affected your airport experience over the past year? 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