AGL-1, 2 JBS 8/11/10
OPR is AGL-1 SP,
for AGL-1 Signature

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FAA-100811-002

1319 LONGWORTH BUILDING
WASHINGTON, DC 20515
202-225-4061
202-225-5603 (FAX)

3742 W. IRVING PARK ROAD
CHICAGO, IL 60618
773-267-5926
773-267-6583 (FAX)

MIKE QUIGLEY
CONGRESS OF THE UNITED STATES
5TH DISTRICT, ILLINOIS

COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON COURTS AND COMPETITION POLICY
SUBCOMMITTEE ON CRIME, TERRORISM AND HOMELAND SECURITY

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEE ON GOVERNMENT MANAGEMENT, ORGANIZATION, AND PROCUREMENT
SUBCOMMITTEE ON NATIONAL SECURITY AND FOREIGN AFFAIRS

August 3, 2010

Ms. Mary Walsh
Acting Assistant Administrator for Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue, S.W.
Room 1022
Washington, DC 20591-0004

Dear Ms. Walsh:

Congresswoman Jan Schakowsky and I have received the enclosed information from my constituents,

They are concerned about the noise at O'Hare International Airport and how the Fly Quiet Program is implemented. They have provided our offices with observations and recommendations to reduce the noise impact at O'Hare. We would appreciate your looking into this matter and advising Mary Ann Levar in my Chicago office of your thoughts and recommendations regarding proposals as soon as possible. Mrs. Levar and be reached at 773-267-5926 or via email at maryann.levar@mail.house.gov.

would also like to arrange a meeting with Barry Cooper, Great Lakes Regional Administrator, regarding this same information.

Thank you for your cooperation and assistance.

Sincerely,

Mike Quigley
Member of Congress

Jan Schakowsky
Member of Congress

MQ\ml
Enclosure

CC: Dept. of Aviation Commissioner Rosemarie Andolino
Great Lakes Regional Administrator Barry Cooper

FAA-100811-002

Levar, Mary Ann

From:	
Sent:	Saturday, June 19, 2010 2:31 PM
To:	Levar, Mary Ann; Limjoco, Marie Ann; Brendan McLaughlin
Cc:	MARIA GUTIERREZ
Subject:	Observations about Fly Quiet, CDA and Runway 27L/9R Usage
Attachments:	Night8-16vs5-5.xls; Land Use.jpg; FlyQuiet2010Q1.pdf; Petition5-25-10.doc

Hi all, my committee is providing the attached info to support our recommendations to reduce noise impact at O'Hare.

We sampled arrival activity at night on two nights 5-4/5-5 and 6-15/6-16 between 10pm and 7am, the so-called Fly Quiet period. Date came from the sight www.flightaware.com for ORD.

The first date was a quiet night that was preceded by a quiet evening; the second date was a quiet night preceded by a stormy evening. The difference is that a lot of flights arriving before 10pm were delayed until after 10pm, but the middle of the night period was hardly affected. It does show how problematic it is including the shoulder hours in any noise-reduction scheme.

As you can see, the shoulder hours of 10pm to 11pm and 6am to 7am account for more than half of the activity during the period.

Observation 1. It is futile to define the 10pm to 7am period as "Fly-Quiet" given that the shoulder hours have so much activity, and that "triple-parallel" operations, when the wind is from the west and most arrival traffic is locked onto runways 28, 27L, and 27R, begin at 6am when the north tower is staffed (and sometimes before that).

Recommendation 1: Change Fly-Quiet to 11pm to 6am, and try to make it effectively mandatory. We would like 8 hours of uninterrupted relative quiet, but that is unrealistic given traffic volumes during the shoulder hours. How to make mandatory: don't make available all the runways - instead have only 2 or 3 available, wind permitting-and those runways would fly over forest preserves and industrial/commercial areas.

Recommendation 2: Looking at the land use map that accompanies the Fly Quiet Manual, one can see that several runways line up directly with the forest preserve/commercial/industrial areas we are focusing on for flyovers. These runways should form the basis for the Fly Quiet runways. Right now, the Fly Quiet Manual practically uses all of the runways anyway. One would expect you would use fewer runways, and the least-noise impact ones at that. Frankly, Fly Quiet is fundamentally flawed by being too broad and by not taking advantage of existing low noise impacts entry points. Think the fly-over paths for 9R, 4R, 9C (future), 9L (arrivals) and both sides of 32L/14R and 32R/14L.

Clearly 9 Right which flies over the Elgin-O'Hare Xway corridor qualifies as does both 14R and 14L that fly over the Busse Woods/Woodfield area. And 4L is a good, as is both 32L and 32R by flying over industrial areas. The FAA has even talked about "curved" arrival paths, and this suggests more use of the I-294 corridor as an entry point. Right now, planes landing on 27 L often deviate from the centerline of the runway, and generally cover anywhere from 5600 N to 6000 N. We've been told that eventually they try to line up with the Kennedy where it makes its final E/W jog - roughly Bryn Mawr/Nagle (5600N/6400W). So we often have planes drifting to the south after going over us in Sauganash.

We think an RNP arrival path could be devised to have the traffic fly from the lakefront to the Kennedy jog just mentioned by flying in roughly from the lakefront along Berwyn Avenue (5400 N) and then following the

Kennedy when it intersects it about 6000 W. This path flies over more non-residential areas such as the Northeastern Illinois U. campus and the Bohemian Cemetery than the current roughly Thorndale (5800 N) path. This path would still allow enough separation from the runway 28 path in a triple parallel scheme. Once runway 27 Center comes online, that path could still be used, with some northward adjustment near the airport, as the plane has to lock onto the centerline. This probably means the plane would have to jog over once it is near Taft High.

The problem is not that the routes do not exist, but that pilots are sloppy and disregard recommended flight paths for takeoffs. Arrival paths tend to be fairly tight as aircraft lock on the runway centerline at least 5NM out. The complaints you hear from the NW suburbs are due mainly to takeoffs. In that case, mandatory use of RNAV flight paths would solve that issue. RVAV flight paths allow 95% usage with 1 tenth mile deviation from centerline, and 99.9% usage with 2 tenth mile deviation. You plug the path into the autopilot, and GPS keeps you on centerline. O'Hare's competitors are adopting RNAV in a big-way, and most airlines are on the GPS bandwagon. There are obvious great paths for RNAV. Enough said.

Observation 2: Regarding CDA (Continuous Descent Arrival) or as the FAA now calls it, OPD (Optimized Profile Descent), the attached chart shows activity in the non-shoulder hours of 11pm to 6am to have considerable spacing between arrival times. In addition, the spacing shown is largley controlled by the controllers at Elgin TRACON. if need be, the spacing can be expanded. Why does a Fedex freighter have to arrive when it does-the data shows it can vary. Same way for planes that are just positioning themselves for takeoff several hours or more away-it's not like there is a connecting flight waiting for the baggage.

Recommendation 3: CDA should be made mandatory on a trial basis from 12 midnight to 4am, and then expanded once the trial shows if it is feasible, which we think is obvious. By combining CDA with the use of least-noise runways like 9R, we forecast big noise impact reductions.

Observation 3: It is tough to read the statistics the the Aviation Department puts out. It seems there can be confusion. A plane that arrives from the west side of O'Hare arrives on 9 Right, not on the east segment 27 Left. A plane that first engages the runway from the east or the 27 Left side takes off from the 9 Right west segment. We suspect the consultants are calling 27 Left takeoffs 9 Right takeoffs because they start on the 9 Right side. If so, that's backwards. Please see attached Fly Quiet report for Q1 2010. In addition, anything that uses 10 can use 9R. When 9R is lengthened to 11 thousand feet vs. 10's 13 thousand feet, this is even more apparent.

Recommendation 4: Arrival and departure activity should be ascribed to the end of the runway segment where the departure lifts off, and where the arrival touches down. For example, if a plane arrives on the west side of O'Hare and touches down on the 9 Right side, that would be called a 9 Right arrival. If it arrives on the east side, it is a 27 Left arrival. Similarly, if a plane takes off from the west side of O'Hare, it is a 9 Right departure, even though the aircraft started its roll from the 27 Left segment. Likewise, a takeoff from the east side would be ascribed to 27 Left. We need the consultants who prepare the noise reports to confirm this - if not, a lot of the data is misleading in terms of who is affected by the noise.

Observation 4: Using radar data from the flightaware site mentioned earlier, it is obvious the FAA does not use the same triple-parallel approach when the wind is from the east. Runways 4L, 10, and 14R are used. Runway 9R is hardly used.

For takeoffs with an east wind, 22R, 27L, and 28 are used a lot, with minor use of 27R.

Again, this describes where the plane touches down or where it lifts off - it is the area that the plane has just flown over, or is going to fly over. We hope this is how the consultants report usage.

Referring back to the land use map and just common sense, there is no difference operationally between runway 10 and runway 9 Right. They are parallel runways separated by approximately 1 1 /4 miles. The big difference is that for the last 7 miles until touchdown, runway 10 flies over populated areas in Itasca, Woodale, and Bensenville; whereas runway 9 right flies over the Centex Industrial Village (Elk Grove Vil) and the Bensenville Industrial Park - no residents, period. Why not fly where there are no residents- and especially at night during sleeping hours?

Recommendation 5: When the wind is from the east, 9 Right should be one of the main arrival runways, and runway 10 through its east segment 28, should be used for takeoffs, but with a lot of regard to noise impact. When 9C is built, it could be used like 9 Right - it will only be 1,600 feet north of 9 Right anyway.

Takeoffs to the east lifting off on the 28 segment could use an RNAV path that follows the Kennedy Xway to where it crosses the Edens Xway, and then turn due east, At least, the departing plane would be relatively high at that point before it goes over pure residential areas. Planes equipped with GPS could do this easily.

Observation 5: The land use map shows a non-residential area under the west segment of runway 27 Right called 9 Left. There looks to be at least 4 miles of non-residential buffer before touchdown from the west. At that distance, takeoffs are much louder than landings, and we think it is wise not to use 9 Left for takeoffs over Elk Grove Village. But at 4 miles out, the planes would be roughly 1,200 feet up - landings should not be that loud.

In the future, the completion of 27C/9C will provide an alternative to 9R that could accept landings from the west.

Right now, a lot of traffic lands on the 14 Right or Left segments that could go onto 9 Left.
Where will this traffic go when 32l/14R and 32R/14L are closed?

Recommendation 6: Runway 9 Left should be incorporated into the heavy-volume triple parallel approach during the daytime when the wind is from the east, using a combo of 4R, 10C, 9R, 9C, and 9L

Recommendation 7: Runways 32L/14R and 32R/14L should be kept open and heavily used during the recommended, abbreviated Fly Quiet Program period - 11pm to 6am.

One more point: We are just tired of air traffic control fighting proven technological advances. For example, CDA involves a lot less chatter with ATC as there is no need for the back and forth talk involved with the inefficient, step-down approach, or with GPS added, the rigid ILS paths that have been used for over 50 years. ILS and location markers are the equivalent of navigating with bonfires. Why is the local ATC so concerned about technology displacing their jobs? It may be there will be some job loss, but that's progress. In the meantime, we resent being held hostage as ATC fights the FAA.

Summary of recommendations: Avoid using the flyover path for 27 Left at night for landings or takeoffs; use CDA during the period 11pm to 6am; restrict Fly Quiet runways to just the few that fly over parks/industrial/commercial areas; continue to use 32L/14R and 32R/14L at late night/early morning hours; and create and make mandatory RNAV night takeoff paths, espcially for east side takeoffs over the City.

Maryann/Ann: these thoughts are the basis for a planned meeting with Barry Cooper and I think we have included them in our petition too which we would give to Mr. Cooper. What do you think?

The night of 5/4-5/5 was quiet and not preceded by storms; the night of 6/15-6/16 was stormy until about 5pm, then quiet.

Flt	Type	Arrivals 5-4 to 5-5	Dir	
UAL0842	B772	Sao Paulo (SBGR / GRU)	SW	Wed 05:59AM
BTA5737	E45X	Port Columbus Intl (KCMH)	E	Wed 05:57AM
CHO5008	E135	Bishop Intl (KFNT)	E	Wed 05:55AM
SKW6030	CRJ2	Sioux Gateway (KSUX)	SE	Wed 05:54AM
CHO5000	E135	Indianapolis Intl (KIND)	SE	Wed 05:53AM
GJ57357	CRJ7	Gerald R. Ford Intl (KGRR)	E	Wed 05:51AM
ASH7274	CRJ7	James M Cox Dayton Intl (KDAY)	E	Wed 05:50AM
AAL1092	B738	Los Angeles Intl (KLAX)	SW	Wed 05:48AM
BTA5793	E145	Capital Region Intl (KLAN)	E	Wed 05:48AM
AAL2538	MD82	Mc Carran Intl (KLAS)	SW	Wed 05:44AM
SKW5851	CRJ2	General Mitchell Intl (KMKE)	N	Wed 05:39AM
AAL1932	B738	San Francisco Intl (KSFO)	W	Wed 05:38AM
TCF7619	E170	Indianapolis Intl (KIND)	SE	Wed 05:32AM
UAL158	B772	San Francisco Intl (KSFO)	W	Wed 05:29AM
AAL1604	B738	Seattle-Tacoma Intl (KSEA)	NW	Wed 05:27AM
ABX797	B762	N Kentucky Intl (KCVG)	SE	Wed 05:26AM
ASH7307	CRJ7	South Bend Rgnl (KSBN)	E	Wed 05:22AM
UPS814	A306	Rickenbacker Intl (KLCK)	E	Wed 05:19AM
FDX1405	DC10	Memphis Intl (KMEM)	S	Wed 05:17AM
UAL328	B762	San Francisco Intl (KSFO)	W	Wed 05:15AM
FDX1950	A306	Newark Liberty Intl (KEWR)	E	Wed 05:09AM
UPS206	MD11	Louisville Intl (KSDF)	SE	Wed 05:02AM
AAL293	B772	Indira Gandhi Int'l (VIDP / DEL)	W	Wed 04:50AM
UAL2	B772	Honolulu Intl (PHNL)	W	Wed 04:56AM
UAL869	B752	Mc Carran Intl (KLAS)	SW	Wed 04:38AM
UAL754	A320	Seattle-Tacoma Intl (KSEA)	NW	Wed 04:35AM
FDX1706	A306	Indianapolis Intl (KIND)	SE	Wed 04:32AM
UAL128	B763	Los Angeles Intl (KLAX)	SW	Wed 04:28AM
UAL30	A320	Phoenix Sky Harbor Intl (KPHX)	SW	Wed 04:27AM
FDX1157	A306	Fort Worth Alliance (KAFW)	SW	Wed 04:20AM
UAL32	A319	Portland Intl (KPDX)	NW	Wed 04:17AM
FDX1447	DC10	Memphis Intl (KMEM)	S	Wed 04:00AM
GEC8168	MD11	Frankfurt Int'l (EDDF / FRA)	E	Wed 03:58AM
UPS610	A306	Philadelphia Intl (KPHL)	E	Wed 03:51AM
FDX1727	DC10	Indianapolis Intl (KIND)	SE	Wed 03:21AM
FDX2780	B722	Indianapolis Intl (KIND)	SE	Wed 02:45AM
CPA665	B744	John F Kennedy Intl (KJFK)	E	Wed 02:27AM

No arrivals 1:00am to 1:59am

Flt	Type	Arrivals 5-15 to 5-16	Dir	
LOF8020	E145	Port Columbus Intl (KCMH)	E	Wed 05:58AM
CHO5008	E135	Bishop Intl (KFNT)	E	Wed 05:56AM
GJ37476	CRJ7	Detroit Metro Wayne Co (KDTW)	E	Wed 05:52AM
AAL293	B772	Indira Gandhi Int'l (VIDP / DEL)	W	Wed 05:50AM
CHO5000	E135	Indianapolis Intl (KIND)	SE	Wed 05:48AM
SKW5897	CRJ2	Capital Region Intl (KLAN)	E	Wed 05:47AM
UAL328	B763	San Francisco Intl (KSFO)	W	Wed 05:43AM
AAL2538	B738	Mc Carran Intl (KLAS)	SW	Wed 05:40AM
UPS814	A306	Rickenbacker Intl (KLCK)	E	Wed 05:37AM
ABX797	B762	N Kentucky Intl (KCVG)	SE	Wed 05:34AM
TCF7619	E170	Indianapolis Intl (KIND)	SE	Wed 05:30AM
UAL30	A320	Los Angeles Intl (KLAX)	SW	Wed 05:27AM
FDX1405	A306	Memphis Intl (KMEM)	S	Wed 05:24AM
UAL754	B752	Seattle-Tacoma Intl (KSEA)	NW	Wed 05:21AM
SKW5826	CRJ2	General Mitchell Intl (KMKE)	N	Wed 05:16AM
UAL842	B763	Sao Paulo (SBGR / GRU)	SE	Wed 05:13AM
ASH7289	CRJ7	South Bend Rgnl (KSBN)	E	Wed 05:11AM
UAL499	A320	Anchorage Intl (PANC)	NW	Wed 05:05AM
UAL32	A320	Portland Intl (KPDX)	W	Wed 04:58AM
UAL452	A319	Vancouver Int'l (CYVR)	NW	Wed 04:56AM
UAL2	B772	Honolulu Intl (PHNL)	W	Wed 04:52AM
UAL128	B763	Los Angeles Intl (KLAX)	SW	Wed 04:48AM
UAL4	B772	Kona Int (PHKO / OGG)	W	Wed 04:48AM
FDX1706	A310	Indianapolis Intl (KIND)	SE	Wed 04:44AM
UAL158	B763	San Francisco Intl (KSFO)	W	Wed 04:41AM
FDX1157	A306	Fort Worth Alliance (KAFW)	SW	Wed 04:38AM
UPS806	MD11	Louisville Intl (KSDF)	SE	Wed 04:36AM
UAL968	A320	Mc Carran Intl (KLAS)	SW	Wed 04:19AM
FDX1950	A306	Newark Liberty Intl (KEWR)	E	Wed 04:17AM
GEC8168	MD11	Frankfurt Int'l (EDDF / FRA)	E	Wed 04:13AM
FDX1447	DC10	Memphis Intl (KMEM)	S	Wed 04:10AM
UPS610	A306	Philadelphia Intl (KPHL)	E	Wed 03:59AM
UAL5967	A320	Mobile Downtown (KBFM)	SE	Wed 03:52AM
UAL9966	A320	Mobile Downtown (KBFM)	SE	Wed 03:38AM
FDX1727	DC10	Indianapolis Intl (KIND)	SE	Wed 03:28AM
WOA5002	MD11	Anchorage Intl (PANC)	NW	Wed 03:10AM
AAL1890	B738	Los Angeles Intl (KLAX)	SW	Wed 02:31AM
CPZ9745	E170	Hartsfield-Jackson Intl (KATL)	SE	Wed 02:12AM
AWE1768	A320	Charlotte/Douglas Intl (KCLT)	SE	Wed 01:38AM
EGF4214	E135	Kansas City Intl (KMCI)	SW	Wed 01:22AM

UAL258	B752	Denver Intl (KDEN)	W	Wed 12:54AM
MXA604	A319	Lic. Benito Juarez Intl (MMMX / MEX)	SW	Wed 12:45AM
CPA86	B744	John F Kennedy Intl (KJFK)	E	Wed 12:29AM
UAL124	B752	Los Angeles Intl (KLAX)	SW	Wed 12:06AM
AAL2039	B752	Miami Intl (KMIA)	SE	Tue 11:53PM
UAL152	A320	San Francisco Intl (KSFO)	W	Tue 11:43PM
AWE9	A320	Phoenix Sky Harbor Intl (KPHX)	SW	Tue 11:37PM
AAL618	B738	San Francisco Intl (KSFO)	W	Tue 11:19PM
CPZ5755	E170	Minneapolis/St Paul Intl (KMSP)	NW	Tue 11:17PM
UAL122	A320	Los Angeles Intl (KLAX)	SW	Tue 10:47PM
UAL383	A319	Washington Dulles Intl (KIAD)	E	Tue 10:38PM
UAL258	A320	Denver Intl (KDEN)	W	Tue 10:33PM
AAL794	B738	Mc Carran Intl (KLAS)	SW	Tue 10:31PM
ABX397	B762	Minneapolis/St Paul Intl (KMSP)	NW	Tue 10:30PM
AAL1252	B752	John Wayne Arpt (KSNA)	SW	Tue 10:27PM
UAL150	A320	San Francisco Intl (KSFO)	W	Tue 10:25PM
GJS7449	CRJ7	Newark Liberty Intl (KEWR)	E	Tue 10:25PM
AAL371	MD83	La Guardia (KLGA)	E	Tue 10:16PM
JBU919	E190	John F Kennedy Intl (KJFK)	E	Tue 10:16PM
AAR289	B744	Anchorage Intl (PANC)	NW	Tue 10:14PM
AAL2374	MD82	Dallas/Fort Worth Intl (KDFW)	SW	Tue 10:14PM
COM397	CRJ9	John F Kennedy Intl (KJFK)	E	Tue 10:12PM
TCF7816	E170	Dallas/Fort Worth Intl (KDFW)	SW	Tue 10:10PM
AAL1890	B738	Los Angeles Intl (KLAX)	W	Tue 10:06PM
CPZ5745	E170	Hartsfield-Jackson Intl (KATL)	SE	Tue 10:06PM
NKS400	A319	Hollywood Intl (KFLL)	SE	Tue 10:04PM
MXA604	A319	Lic. Benito Juarez Intl	SW	Wed 01:08AM
QFA7531	B744	Anchorage Intl (PANC)	NW	Wed 12:59AM
UAL258	A319	Denver Intl (KDEN)	W	Wed 12:55AM
EGF4325	E145	Charlotte/Douglas Intl (KCLT)	SE	Wed 12:51AM
UAL152	A319	San Francisco Intl (KSFO)	W	Wed 12:45AM
UAL258	A320	Denver Intl (KDEN)	W	Wed 12:28AM
UAL124	A319	Los Angeles Intl (KLAX)	W	Wed 12:10AM
UAL836	B744	Hong Kong Intl (VHHH / HKG)	W	Wed 12:06AM
UAL185	B752	Phoenix Sky Harbor Intl (KPHX)	SW	Wed 12:02AM
SKW6710	CRJ7	Gerald R. Ford Intl (KGRR)	E	Tue 11:54PM
UAL122	A320	Los Angeles Intl (KLAX)	W	Tue 11:47PM
ACA526	E170	Montreal-Trudeau (CYUL)	NE	Tue 11:46PM
AAL618	B738	San Francisco Intl (KSFO)	W	Tue 11:44PM
AWE9	A320	Phoenix Sky Harbor Intl (KPHX)	SW	Tue 11:41PM
AAL2372	MD82	Dallas/Fort Worth Intl (KDFW)	SW	Tue 11:39PM
AAL2374	MD82	Dallas/Fort Worth Intl (KDFW)	SW	Tue 11:35PM
ASA86	B739	Seattle-Tacoma Intl (KSEA)	NW	Tue 11:33PM
AWE1824	A321	Charlotte/Douglas Intl (KCLT)	SE	Tue 11:32PM
SKW4763	CRJ9	Salt Lake City Intl (KSLC)	W	Tue 11:30PM
EGF3718	CRJ7	Hartsfield-Jackson Intl (KATL)	SE	Tue 11:28PM
DAL2107	A320	Minneapolis/St Paul Intl (KMSP)	NW	Tue 11:26PM
COM522	CRJ7	Memphis Intl (KMEM)	E	Tue 11:25PM
UAL428	A319	Mc Carran Intl (KLAS)	SW	Tue 11:22PM
SKW5862	CRJ2	Fort Wayne Intl (KFWA)	E	Tue 11:21PM
DAL2712	B752	Hartsfield-Jackson Intl (KATL)	SE	Tue 11:19PM
LOF7965	E145	Piedmont Triad Intl (KGSO)	E	Tue 11:17PM
AAL2039	B762	Miami Intl (KMIA)	SE	Tue 11:15PM
SOO720	B743	Anchorage Intl (PANC)	NW	Tue 11:11PM
NCA134	B744	Anchorage Intl (PANC)	NW	Tue 11:08PM
UAL383	A319	Washington Dulles Intl (KIAD)	E	Tue 11:06PM
EGF4337	E135	Nashville Intl (KBNA)		Tue 10:55PM
EGF3746	CRJ7	Adams Field (KLIT)		Tue 10:54PM
ASH7297	CRJ7	Indianapolis Intl (KIND)		Tue 10:49PM
ASH7297	CRJ7	Indianapolis Intl (KIND)		Tue 10:49PM
BTA5702	E145	Capital Region Intl (KLAN)		Tue 10:46PM
AAL371	MD82	La Guardia (KLGA)		Tue 10:44PM
DAL2912	MD88	Hartsfield-Jackson Intl (KATL)		Tue 10:42PM
GJS7470	CRJ7	San Antonio Intl (KSAT)		Tue 10:40PM
AAL1262	B752	John Wayne Arpt (KSNA)		Tue 10:38PM
COM1438	CRJ9	N Kentucky Intl (KCVG)		Tue 10:34PM
AAL1132	B738	Denver Intl (KDEN)		Tue 10:28PM
JBU915	E190	John F Kennedy Intl (KJFK)		Tue 10:26PM
TCF7535	E170	Indianapolis Intl (KIND)		Tue 10:24PM
AAL794	B738	Mc Carran Intl (KLAS)		Tue 10:24PM
CHQ5024	E135	Dane Co Rgnl (KMSN)		Tue 10:23PM
AAL1188	MD82	Lambert-St Louis Intl (KSTL)		Tue 10:23PM
AAL2370	MD82	Dallas/Fort Worth Intl (KDFW)		Tue 10:21PM

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AAR298	B744	Anchorage Intl (PANC)	Tue 10:20PM
EGF4209	E145	Cleveland-Hopkins Intl (KCLE)	Tue 10:20PM
TCF5972	E170	Minneapolis/St Paul Intl (KMSP)	Tue 10:19PM
TCF7616	E170	Dallas/Fort Worth Intl (KDFW)	Tue 10:18PM
CHQ5088	E135	N Kentucky Intl (KCVG)	Tue 10:18PM
BTA5669	E45X	Outagamie County Rgnl (KATW)	Tue 10:17PM
CHQ5088	E135	N Kentucky Intl (KCVG)	Tue 10:18PM
TCF7616	E170	Dallas/Fort Worth Intl (KDFW)	Tue 10:18PM
BTA5669	E45X	Outagamie County Rgnl (KATW)	Tue 10:17PM
BTA5784	E45X	Dane Co Rgnl (KMSN)	Tue 10:16PM
EGF4089	E135	Rapid City Rgnl (KRAP)	Tue 10:15PM
BTA5758	E145	Tulsa Intl (KTUL)	Tue 10:15PM
EGF4288	E145	Detroit Metro Wayne Co (KDTW)	Tue 10:14PM
GWL8764	B744	Nashville Intl (KBNA)	Tue 10:13PM
AAL1263	B752	Miami Intl (KMIA)	Tue 10:13PM
ABX397	B762	Minneapolis/St Paul Intl (KMSP)	Tue 10:11PM
SKW5979	CRJ2	Gerald R. Ford Intl (KGRR)	Tue 10:09PM
UAL150	A319	San Francisco Intl (KSFO)	Tue 10:08PM
GWL8764	B744	Hartsfield-Jackson Intl (KATL)	Tue 10:07PM
AAL1221	MD82	Orlando Intl (KMCO)	Tue 10:07PM
ACA513	E190	Toronto Pearson Intl (CYYZ)	Tue 10:05PM
GJS7414	CRJ7	Newark Liberty Intl (KEWR)	Tue 10:05PM
SKW5169	CRJ2	Northwest Arkansas Rgnl (KXNA)	Tue 10:04PM
EGF3744	CRJ7	Newark Liberty Intl (KEWR)	Tue 10:03PM
ASH7521	CRJ7	Memphis Intl (KMEM)	Tue 10:03PM
AAL1091	B738	Boston Logan Intl (KBOS)	Tue 10:02PM
EGF3916	E145	Buffalo Niagara Intl (KBUF)	Tue 10:02PM
CHQ5041	E135	Will Rogers World (KOKC)	Tue 10:01PM
EGF3824	E145	Tulsa Intl (KTUL)	Tue 10:00PM