



Total solar eclipse 2017 August 21 Monday
corporate jet charter proposal ex-Lincoln,
Nebraska to fly to a destination airport
where weather is *perfect* – if not perfect
at Lincoln – and land there to observe

this will not be an airborne eclipse observation, it will be flying to a different location at 400+ knots to land and observe eclipse on the ground, at or near the destination airport

never in history has there been a solar eclipse with so many airports in path of totality – let's take advantage of this

observations/speculations for anyone considering relocating by air from one airport to another to get out from under poor weather: be aware competition for landing may be fierce just before totality, especially at airports in the west where overall weather prospects are best so they're most popular anyway, plus there are many fewer airports per given land area than in the east; and also, at airports near centerline as opposed to ones somewhat off centerline; and also, at airports with longer runways where more types of aircrafts are able to land than ones with shorter runways – many airports all along the eclipse path will have numerous aircrafts flying in the day or so before the eclipse, by people expecting to remain on the ground and have a nice picnic or whatever and observe the celestial event under blue skies, in many instances not even at the airport – so if skies turn out not to be blue early on August 21, many of those fliers might realize they can return to the airport, get back in their aircrafts, and seek to fly to somewhere else where conditions are better – result could be that airports along the path which "do" have good weather as totality approaches may have aircrafts wishing to land approaching from the west "and" from the east, in possibly very great numbers "like mosquitoes swarming" similar to Nantucket 1970; therefore everyone should be prepared to land at not-their-first-choice alternative airports – especially ones well off centerline, then once on the ground if time is sufficient, secure ground transportation to drive towards centerline by road – "might even have to land outside the path" such as Boise, Idaho and then get into the path by road

the two times shown for each airport are UT first contact and mid-totality

airports with runways 5000 feet or longer are shown in bold type, where there should be no question we can land; being able to land at airports with shorter runways may depend on conditions at the time, also on elevation – lower is better

if we have to choose an airport not very near centerline we'll phone ahead to have local taxis or lyfts or ubers meet us "at vip area" upon landing, so as to have option of driving towards centerline

shortest-runway airports less than 3000 feet not shown; some airports with dirt runways not shown; also private airports unwilling to give permission to land for the eclipse not shown; also military airports not permitting civilian landings not shown; also, may have simply overlooked some airports

airport data: www.airnav.com
Eclipse Predictions by Fred Espenak, EclipseWise.com

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