

Here is a collection of screencaps for a flight hauling large aircraft components, between Boeing's facilities in Charleston, SC and Everett, WA:



**Atlas Air 4351** GTI4351 / 5Y4351

LANDED OVER 8 HOURS AGO

**CHS**  
**CHARLESTON, SC**

took off from  
[Charleston Afb/Intl - CHS](#)

**THURSDAY 22-JUN-2017**  
**11:00PM EDT** (on time)

**PAE**  
**EVERETT, WA**

landed at  
[Snohomish County - PAE](#)

**FRIDAY 23-JUN-2017**  
**01:12AM PDT** (on time)

Here is the overall flight, and flight data. This type aircraft, with four engines, has more speed than the most popular 2-engine passenger jets. The orange ellipse over Missouri and Iowa marks what most likely is a slight right turn, issued by ATC to offset and climb/descend around other traffic that GTI4351 was overtaking. This is a common ATC technique in enroute airspace.

5h 12m total flight time

NOT YOUR FLIGHT? [GTI4351 flight schedule](#)

### Flight Details

[View track log](#) [Track inbound plane](#)

[All flights between CHS and PAE](#) [Add GTI4351 to My FA](#)

FLIGHT TIMES		
	Takeoff	Landing
Actual	11:00PM EDT	01:12AM PDT (+1)
Scheduled	11:00PM EDT	01:04AM PDT (+1)

**AIRCRAFT INFORMATION**

Aircraft Type **Boeing 747 Large Cargo Freighter (quad-jet) (BLCF)** [Photos](#)

**AIRLINE INFORMATION**

Airline **Atlas Air "GIANT"** [all flights](#)

**FLIGHT DATA**

Speed Filed: 559 mph [graph](#)

Altitude Filed: 34,000 ft [graph](#)

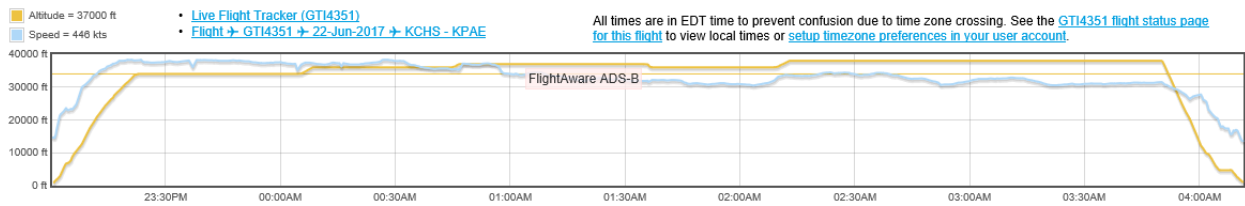
Distance Actual: 2,475 mi (Planned: 2,495 mi/Direct: 2,417 mi)

Route **PLFMD2 IRQ J99 VXV LVT BWG PXV STL Q19 EYHUX Q19 FSD DiK J36 MLP J136 GEG FRZBY DEVY1** [decode](#)

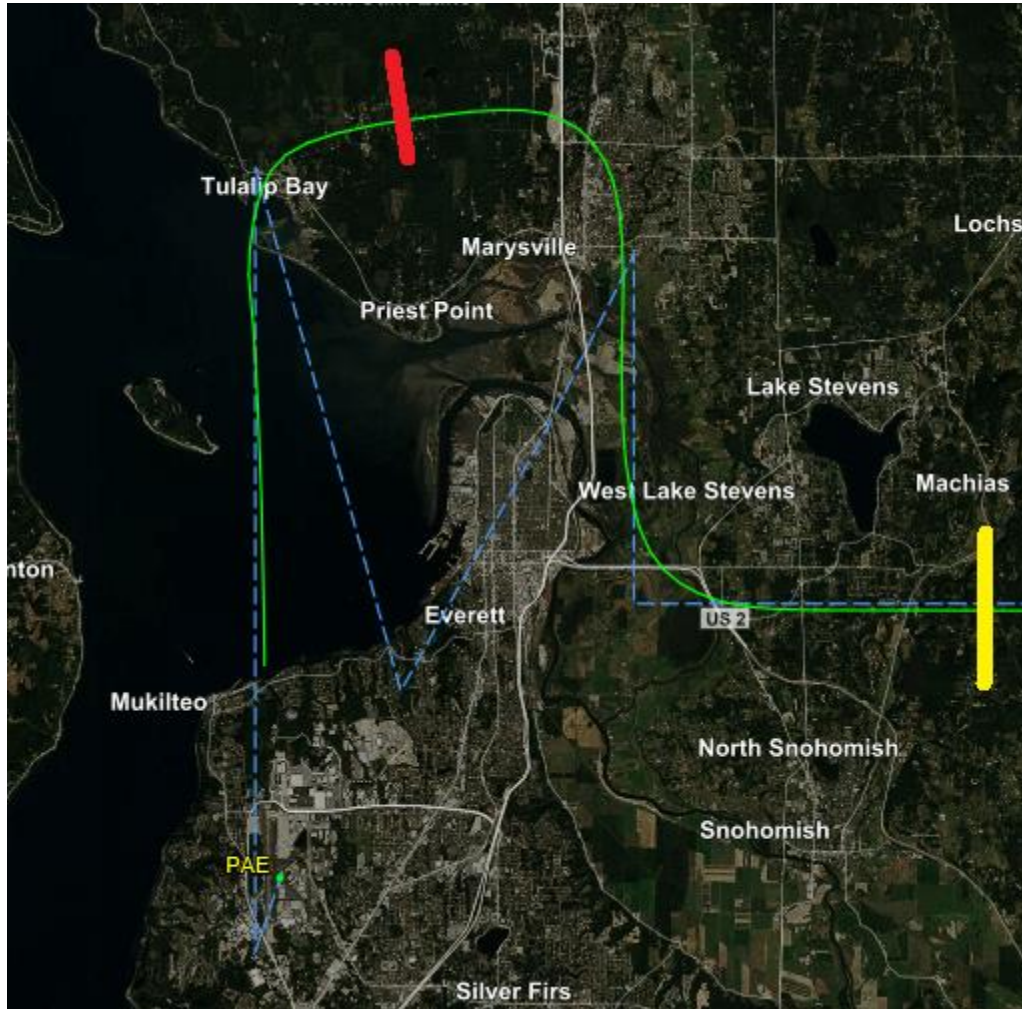
Here is the flight profile. Note the level-off to 4,700ft on the arrival; this altitude would place the aircraft above KSEA and KBFI arrivals (proceeding west and south) but below KSEA and KBFI departures.

### Flight Track Log - Related Links

### Times and Time Zones



And, this screencap shows an exploded view of the arrival. This is a classic/standard ATC arrival; the flight is leveled at 4,700ft while southeast of Lake Stevens, is turned northbound onto a downwind leg, then turned westbound onto a base leg, and finally southbound onto final. The 4,700ft MSL level-off is maintained until on the base leg; a continuous descent is made from that point forward, most likely during a visual approach (weather was very good that night). Yellow line added to show start of level-off, red line added to show end of level-off.



It is not difficult to find these images and data; you just have to practice using the online resources.