



Dept. 1, 1 Northwest Road • Livonia, MI 48152-3938

COOK & DUGGAN v. Northwest Airlines
Complainants' Motion to Quash Respondents
May 22, 2000
EXHIBIT A

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Trip Summary and Receipt

Confirmation Number: 4FJVR8
Original Booking Date: 10SEP99

Thank You for choosing Northwest's E-TICKET. This is your travel itinerary and receipt. Your actual tickets are held in an electronic file in our Reservation system. Boarding passes for your flight will be issued when you check in.

Avoid long check-in lines. Use our convenient Electronic Service Centers for check-in at most major airports across the U.S. Simply insert any major credit card or your WorldPerks Gold or International Gold Elite card for identification and you're on your way.

If you are unable to use your E-TICKET or if your travel plans change, please visit our web site at www.nwa.com or call Northwest at 1-800-225-2525. For automated flight arrival and departure information, please see Flight Status at www.nwa.com or call 1-800-441-1818.

ROBERT L COOK
4326 RABBIT FOOT LN
RICHMOND, VA 23236-1153



Table with 4 columns: NAME(S), E-TICKET NUMBER, WORLDPERKS, SPECIAL SERVICES. Rows include JINDA.G MS COOK, ROBERT.L MR COOK, and IMMA.L MRS DUGGAN.

ITINERARY table with columns: DAY, DATE, FLIGHT NUMBER, DEPART FROM, DEPART TIME, ARRIVE AT, ARRIVAL TIME, MEAL SVC, SEAT, EQP. Rows show flight details for Wed, Mon, and Tue.

A government-issued picture ID will be required for passengers 18 years of age and older for check-in.
If you change your travel plans, there may be a charge for changing your ticket. Different fares may apply.
Tickets are non-transferable and are void if transferred or resold. The ticket number will be required for refunds or exchanges.

RECEIPT table with columns: Description, Amount. Rows include Payment For 3 Passenger(s) (Base Fare 904.14), Tax (94.86), PFC (36.00), and Total Paid (1035.00).

Other Restrictions:

If you receive this document in error, please contact Northwest at 1-800-225-2525

Motion to Quash Respondent's Memorandum of Opposition, 5-22-00
Cook & Duggan v. Northwest Airlines, Inc. EXHIBIT B (2 PAGES)

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[RECONNAISSANCE](#) |

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Preliminary Report **Hurricane Irene** **13 - 19 October 1999**

Lixion A. Avila
National Hurricane Center
22 November 1999

Irene was a typical wet October tropical cyclone that moved over the Florida Keys and southeast Florida dumping from 10 to 20 inches of rain. This resulted in severe flooding conditions. This type of tropical cyclone was a common phenomena during the 30's and 40's. Figure 1 shows the track of Irene over Cuba and Florida.

Figure 1. Detailed track of Irene showing the landfall points and a GOES 8 visible satellite image at the time of landfall near Flamingo, Florida.

a. Synoptic History

A broad area of low pressure prevailed over the southwestern Caribbean from the 8th to the 10th of October, accompanied by disorganized clouds and thunderstorms. This system did not show signs of tropical cyclone development until a tropical wave reached the western Caribbean Sea on 11 October. On the 12th, a U.S. Air Force Reserve reconnaissance plane was dispatched to the region and found an incipient low-level circulation and a broad low pressure area of 1006 mb just to the northeast of the coast of Honduras. However, the circulation was too disorganized to be classified as a tropical depression. Satellite imagery during the night showed that the thunderstorm activity increased and both banding features and upper-level outflow became quite distinct. Post -analysis of surface and upper-air data from Grand Cayman, and satellite Dvorak T-numbers indicate that Tropical Depression Thirteen formed in the northwestern Caribbean Sea about 0600 UTC 13 October. It reached

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tropical storm status by 1200 UTC on the 13th. Data from a reconnaissance aircraft later in the day confirmed Irene was a strengthening tropical storm. Irene moved on a general northward track and slowed down considerably before curving to the north-northeast just to the southwest of the Isle of Youth, Cuba, where it made its first landfall at 1200 UTC 14 October. Radars from Cuba and Key West showed the center of Irene moving on a north-northeast track over western Cuba. The center of the tropical cyclone then crossed the Havana and Ciudad Havana provinces between 2100 and 2300 UTC on the 14th. Irene reached hurricane status over the Florida Straits and the calm of the center moved over Key West near 1300 UTC 15 October. Most of the hurricane force winds were confined to the east of Irene's center over the lower to middle Florida Keys. Irene made its 4th landfall near Cape Sable, Florida and then moved across southeast Florida bringing tropical storm conditions (sustained 39-73 mph winds) and torrential rains (10 to 20 inches). Figure 1 is a visible satellite image of Irene near landfall. During the period while Irene was crossing Florida, sustained hurricane force winds appeared to be limited to squalls offshore the east coast of Florida, as reported by reconnaissance aircraft and indicated by available National Weather Service (NWS) surface observations and Doppler radar.

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Irene moved back over water in northern Palm Beach County near Jupiter a little after 0000 UTC on the 16th. It retained hurricane strength and moved on a general northward track paralleling the Florida east coast heading for the Carolinas. An upper-level trough, sweeping eastward across the eastern United States, forced Irene on a fast northeast track. The core of Irene missed the mainland Carolinas but produced very heavy rains inland. It then brushed North Carolina's Outer Banks before moving out to sea.

During a 12-hour period beginning on the evening of the 18th, Irene went through a rapid intensification phase. The central pressure dropped from 978 to 958 mb and the winds increased from 70 to 95 knots. This may be attributable to a combination of a trough interaction and the tropical cyclone moving over very warm water. These two factors together have been known to be the cause of explosive deepening. Hurricane Opal (1995), while located in the Gulf of Mexico, was an example.

Thereafter, Irene continued to accelerate and finally became absorbed by a much larger extratropical low near Newfoundland. The system as a whole became an intense extratropical storm over the North Atlantic.

Irene's track is shown in Figure 2. Table 1 is a listing, at six-hourly intervals, of

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The Office of Airline Information

On-Time Statistics

You have selected the following for your on-time report

**Origin Airport(s):
RICHMOND, VA. - RICHARD E BYRD FLYING FIELD (RIC)**

nonstop to

**Destination Airport(s):
DETROIT, MI. - WAYNE COUNTY (DTW)**

Dates: October 13, 1999 to December 14, 1999

Time: 8:00pm to 11:59pm

Days of week: Wednesday Thursday

Grouped by: Individual Flight

Sorted by: Origin and Destination Airports

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Searching (some searches may takes a few minutes)...

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Rank	Flight		Route		Date	Day	Departure		Arrival		Minutes Late (Early)
	Carrier	Number	Origin	Dest			Sch	Actual	Sch	Actual	
1	NORTHWEST	1537	RIC	DTW	10/13/1999	Wed	08:00 PM	08:52 PM	09:47 PM	11:42 PM	115
2	NORTHWEST	1537	RIC	DTW	10/14/1999	Thu	08:00 PM	07:54 PM	09:47 PM	09:33 PM	(14)
3	NORTHWEST	1537	RIC	DTW	10/20/1999	Wed	08:00 PM	07:56 PM	09:47 PM	09:32 PM	(15)
4	NORTHWEST	1537	RIC	DTW	10/21/1999	Thu	08:00 PM	07:54 PM	09:47 PM	09:32 PM	(15)
5	NORTHWEST	1537	RIC	DTW	10/27/1999	Wed	08:00 PM	12:00 AM	09:47 PM	12:00 AM	0
6	NORTHWEST	1537	RIC	DTW	10/28/1999	Thu	08:00 PM	07:54 PM	09:47 PM	09:27 PM	(20)
7	NORTHWEST	1535	RIC	DTW	11/03/1999	Wed	08:00 PM	07:53 PM	09:53 PM	09:30 PM	(23)
8	NORTHWEST	1535	RIC	DTW	11/04/1999	Thu	08:00 PM	07:55 PM	09:53 PM	09:45 PM	(8)
9	NORTHWEST	1535	RIC	DTW	11/10/1999	Wed	08:00 PM	07:54 PM	09:53 PM	09:32 PM	(21)
10	NORTHWEST	1535	RIC	DTW	11/11/1999	Thu	08:00 PM	07:55 PM	09:53 PM	09:41 PM	(12)
11	NORTHWEST	1535	RIC	DTW	11/17/1999	Wed	08:00 PM	07:58 PM	09:53 PM	09:40 PM	(13)
12	NORTHWEST	1535	RIC	DTW	11/18/1999	Thu	08:00 PM	07:55 PM	09:53 PM	09:37 PM	(16)
13	NORTHWEST	1535	RIC	DTW	11/24/1999	Wed	08:00 PM	07:57 PM	09:53 PM	09:42 PM	(11)
14	NORTHWEST	1535	RIC	DTW	12/01/1999	Wed	08:00 PM	07:55 PM	09:53 PM	09:47 PM	(6)
15	NORTHWEST	1535	RIC	DTW	12/02/1999	Thu	08:00 PM	07:57 PM	09:53 PM	09:46 PM	(7)
16	NORTHWEST	1535	RIC	DTW	12/08/1999	Wed	08:00 PM	07:56 PM	09:53 PM	09:45 PM	(8)
17	NORTHWEST	1535	RIC	DTW	12/09/1999	Thu	08:00 PM	07:54 PM	09:53 PM	09:40 PM	(13)

Number of record(s) found: 17COOK & DUGGAN v. Northwest Airlines
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