



Rhode Island
Airport Corporation



Permanent Noise Monitoring Act Quarterly Operations Report

4th Quarter 2022

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Rhode Island Airport Corporation

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Introduction

This report is prepared for the Rhode Island General Assembly in conformance with the Permanent Noise Monitoring Act of 1998, as amended. It contains statistical information on aircraft operations, activity levels by aircraft types, and noise complaints for the Fourth Quarter, 2022. The fourth quarter is defined as operations from October through December of 2022.

Rhode Island T. F. Green International Airport is a small-hub commercial service airport located in Warwick, RI. It serves the Rhode Island, Southern Massachusetts and Eastern Connecticut communities.

The airport has two active runways, 5-23 and 16-34. Runway 5-23 is 8,700 feet long and 150 feet wide. It is oriented in a north/south direction and serves as the primary runway for most operations. Runway 16-34 is the “crosswind” runway oriented in a northwest/southeast direction. It is 6,081 feet long and 150 feet wide and used as weather conditions dictate.

Rhode Island T. F. Green International Airport was among the first airports in the country to participate in the Federal Aviation Administration’s Noise and Land Use Compatibility Program, commonly referred to as Part 150. Under the direction of the State of Rhode Island and now the RIAC, Rhode Island T. F. Green International Airport has had an active noise mitigation program since the early 1980s.

In 1998, RIAC undertook a complete update of the original Part 150 Study and recommended several new operations procedures designed to minimize noise impacts on surrounding communities. The center of these recommendations involved the implementation of noise abatement departure and arrival procedures for turbojet aircraft.

In June 2000, the FAA approved these new procedures and the local air traffic control tower implement the assigned departure headings in an effort to reduce the number of persons adversely affected by aircraft operations.

Permanent Noise Monitoring Act

In 1998, the Rhode Island Legislature enacted Title 1, Aeronautics, Chapter 1-5; Permanent Noise Monitoring Act – Aircraft Operations Monitoring System (AOMS). This Act required the RIAC to install an aircraft operations monitoring system, and collect and report a summary of the collected data on a quarterly basis. This document is generated to meet those requirements.

The AOMS previously relied on five (5) radar sensors deployed throughout the State of Rhode Island. The sensors were subject to repeated failures resulting in loss of data when one or more sensors were not fully operational. The sensors and data acquisition system have exceeded their expected service life. RIAC has updated the system by integrating multiple existing aircraft surveillance systems merged into a single data stream to improve reliability and accuracy of data. The data is archived for use in generating reports. Information collected includes; aircraft type, flight number, registration number, altitude, arrival/departure status and the origin or destination.



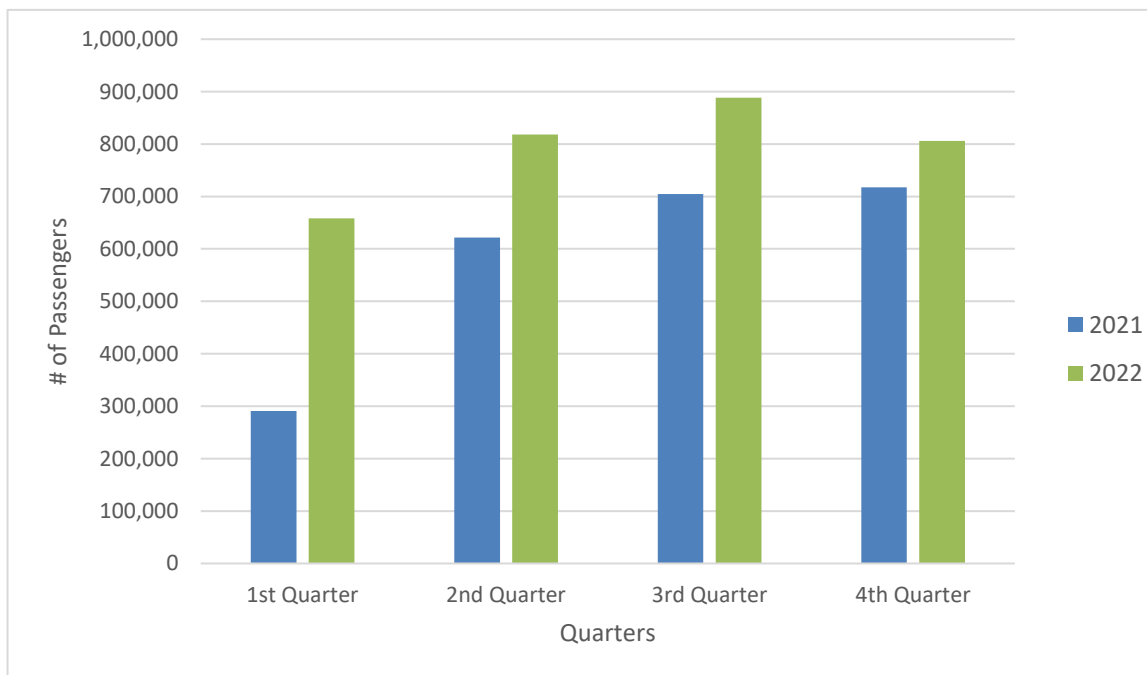
Passenger Activity

Airports use 2 criteria to measure activity; the number of operations and the number of passengers. This section discusses the passenger activity levels associated with aircraft operations at Rhode Island T. F Green International Airport in the Fourth Quarter of 2022.

Rhode Island T. F. Green International Airport served approximately 805,974 passengers during the Fourth Quarter of 2022. Figure 1 shows the number of passengers that have used the airport via scheduled air carriers, commuter and charter flights since 2021.

In 2020 through 2021 there was a downturn in passenger activity due to the travel impacts of the COVID-19 pandemic. Air travel has started to rebound, resulting in an uptick in passenger levels.

Figure 1: Total Passengers, by Quarter



Source: RIAC 2021 - 2022 Passenger Activity Report



Aircraft Operations

Aircraft operations can be classified in a number of ways including by type of aircraft, arrivals/departures, origin/destination, airline fleet, Part 36 (relative noisiness) and time of day.

To present the overall perspective of operations, Table 1, highlights the arrivals and departures of all aircraft by runway at Rhode Island T. F. Green International Airport.

In general aircraft must take off into the wind, therefore, aircraft also arrive into the wind to remain consistent with the traffic flow and avoid aircraft departing and arriving in the same direction.

As previously stated, there are 2 runways at Rhode Island T. F. Green International Airport, 5-23 and 16-34. Runways are given numbers based on the compass heading for each runway end. By designating each runway end, the Air Traffic Control Tower and pilots know which direction to land or depart. For example, Runway 5 has a compass heading of 050 degrees and is oriented to the north. Aircraft operating on this runway will depart to the north and arrive from the south. Conversely, Runway 23 has a heading of 230 degrees and is oriented to the south. Aircraft operating on Runway 23 will depart to the south and arrive from the north.

Total Operations

The Aircraft Operations Monitoring System (AOMS) collected 15,251 flight tracks for aircraft operations during this period. There were 7,605 departures and 7,646 arrivals for an average of 166 operations per day. Table 1 depicts aircraft operations by runway and operation type.¹

Table 1: Total AOMS Operations by Runway, 4th Quarter 2022²

Runway	Arrivals		Departures		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
5	2,363	31%	2,381	31%	4,744	31%
16	52	1%	63	1%	115	1%
23	4,373	57%	4,500	59%	8,873	58%
34	858	11%	661	9%	1,519	10%
Total	7,646	100%	7,605	100%	15,251	100%

Source: RIAC 2022 Aircraft Operations Monitoring System

¹ Detailed record of operations by aircraft type and time of day can be found on Rhode Island T.F. Green International Airport’s website, www.flyri.com, listed under Quarterly Aircraft Operations Report, Runway Operations Data 4th Quarter 2022.

² The aggregate number of aircraft operations reported by the FAA for the 4th Quarter 2022 was 16,280.



Figure 2 depicts the runway use graphically over an aerial view of the airport.

Figure 2: Aerial View of Total Operations, by Runway End, 4th Quarter, 2022



Source: RIAC, Airline Activity Reports and Aircraft Operations Monitoring System 2022

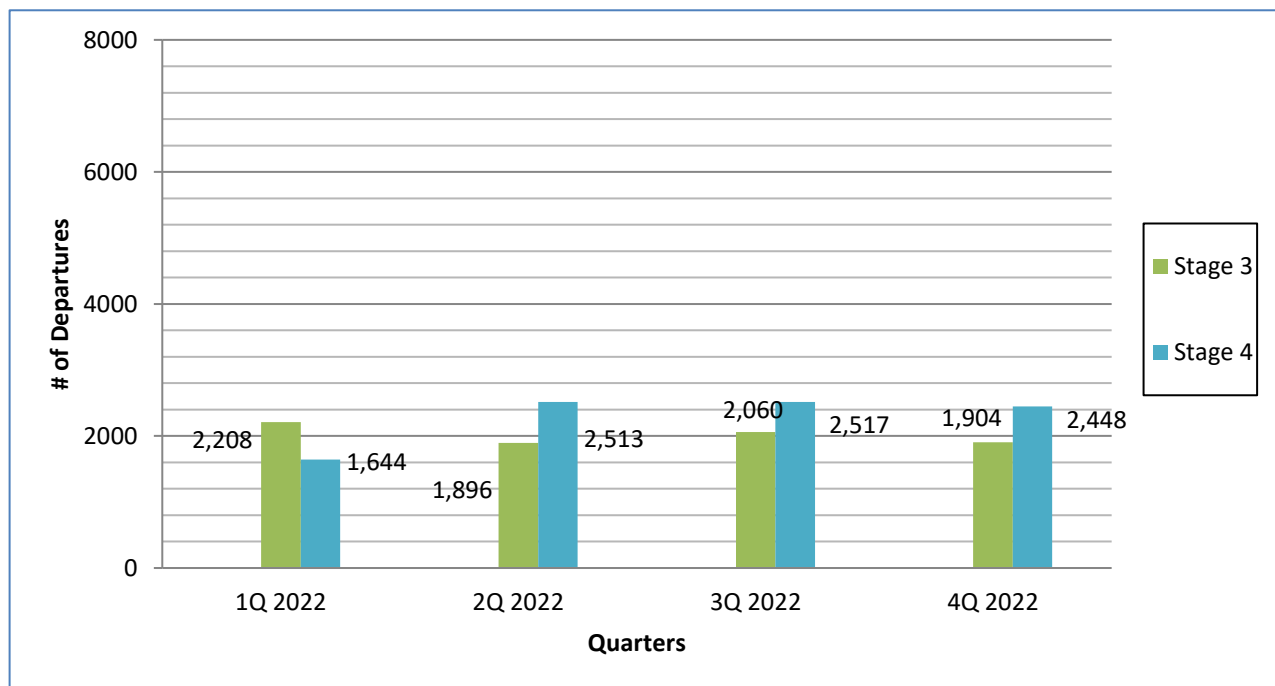


The balance of this report will focus on the scheduled commercial aircraft and cargo operations.

Part 36 Certification

During the Fourth Quarter of 2022 there were 4,646 total departures of commercial aircraft from Rhode Island T. F. Green International Airport, which is approximately 51 operations per day. Of the 4,646 departures, 4,452 consisted of jet aircraft with Stage 3 and Stage 4 engines, as shown in Figure 3. The overall percentage of pure Stage 3 aircraft operating at Rhode Island T. F. Green International Airport was at 41%. The overall percentage of Stage 4 aircraft operating at Rhode Island T. F. Green International Airport was at 53%.

Figure 3: Schedule Departures by Noise Classification



Source: RIAC, Airline Active Reports and Aircraft Operations Monitoring System 2022

The scheduled airlines (air carrier and commuter) accounted for 4,262 (92%) of the 4,646 commercial departures from Rhode Island T. F. Green International Airport. The majority of airlines are operating at 100% pure Stage 3 and Stage 4 aircraft. Table 2 illustrates each scheduled air carrier's contribution to daily flights and percentage use of the quietest aircraft.



Table 2: Departures, by Part 36 Certification, 4th Quarter 2022

Airline	Pure Stage 3 Aircraft		Pure Stage 4 Aircraft		Total Operations	Avg. Daily Operations
	# of Departures	%	# of Departures	%		
Aero Airlines	4	100%	0	N/A	4	.04
Allegiant Airlines	39	81%	9	19%	48	.5
American Airlines	102	8%	1,156	92%	1,258	14
Avelo Airlines	3	100%	0	N/A	3	.03
Atlas Air	0	N/A	1	100%	1	.01
Breeze Airways	127	100%	0	N/A	127	1
Delta Airlines	282	35%	523	65%	805	9
Frontier Airlines	1	1%	69	99%	70	.8
Global X	2	100%	0	N/A	2	.02
JetBlue	288	99%	1	1%	289	3
National Airlines	1	100%	0	N/A	1	.01
Patriots	11	100%	0	N/A	11	.1
Southwest Airlines	946	89%	120	11%	1,066	12
Sun Country Airlines	5	100%	0	N/A	5	.05
United Airlines	3	1%	569	99%	572	6
Total	1,814	43%	2,448	57%	4,262	47

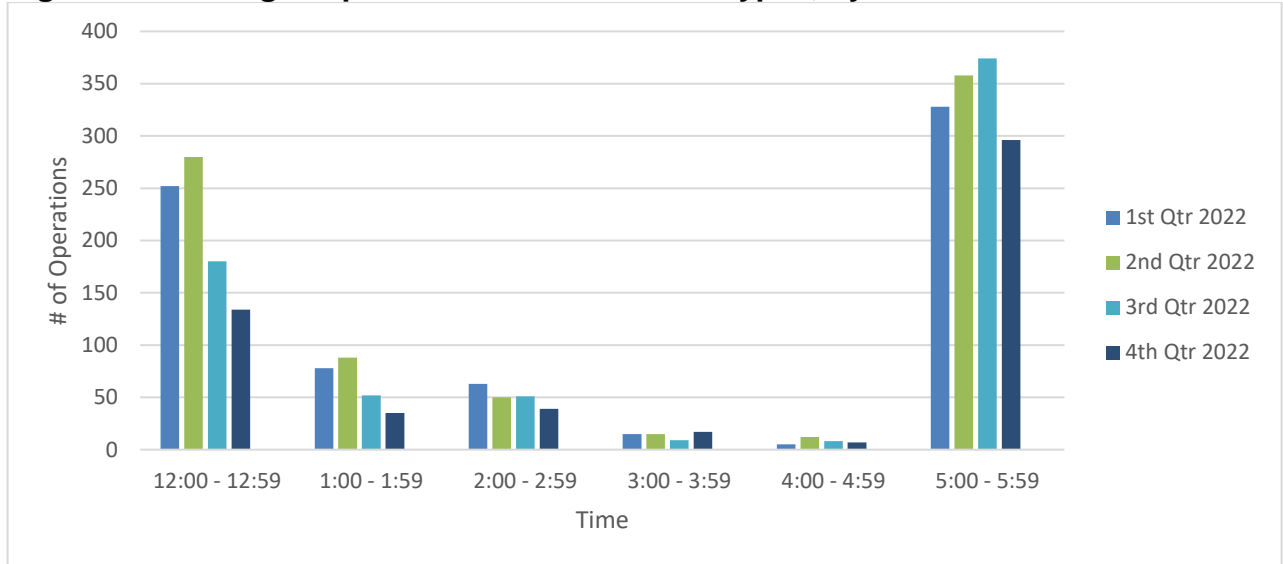
Source: RIAC Air Carrier Reports, 2022

Late Night Operations (Midnight – 6:00 a.m.)

Airline operations constituted the largest number of late night operations during this quarter with 405 operations out of an overall total of 528 operations. Late night commuter operations totaled 109 operations and general aviation operations totaled 14. Of the late night operations, 134 occurred between midnight and 1:00 a.m. and 296 occurred between 5:00 a.m. and 5:59 a.m. as shown in Figure 4.



Figure 4: Late Night Operations for All Aircraft Types, by Time

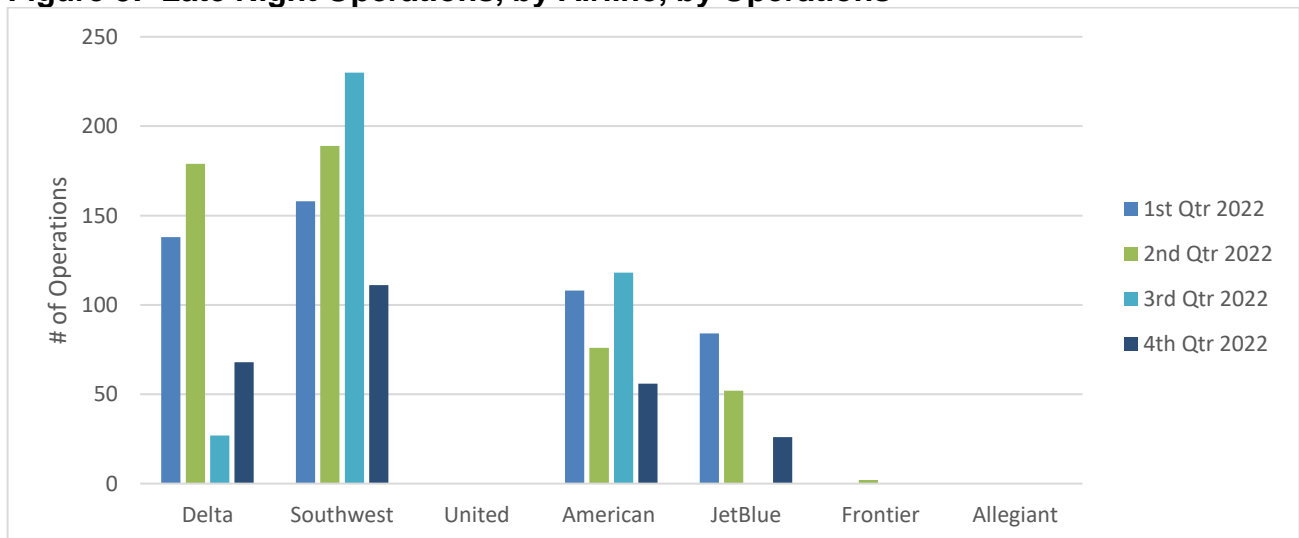


Source: RIAC Operations Logs & Operations Monitoring System 2022

Late night operations consist of late night arrivals and early morning departures. Late night arrivals are predominantly between midnight and 1:59 a.m. Late night departures are predominately between 5:00 a.m. and 5:59 a.m.

As shown in Figure 5, Southwest Airlines had the greatest number of late night operations. It should be noted that this accounts for a small percentage of the individual airlines total operations at Rhode Island T. F. Green International Airport. A portion of these operations were arrivals of delayed flights attributed to weather or air traffic delays at the originating airports. Airline operations account for 77% of the late night operations, as depicted in Figure 6.

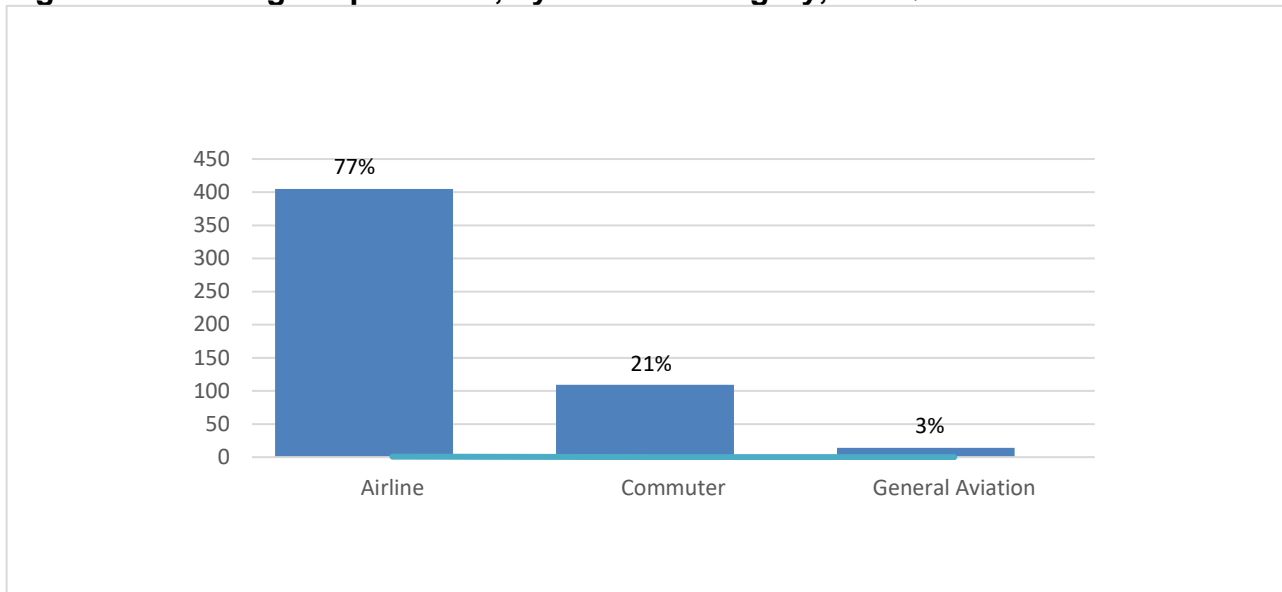
Figure 5: Late Night Operations, by Airline, by Operations



Source: RIAC Operations Logs & Operations Monitoring System 2022



Figure 6: Late Night Operations, by Aircraft Category, 4th Quarter 2022



Source: RIAC Operations Logs 2022

RIAC has implemented a voluntary nighttime curfew for operations between midnight and 6:00 a.m.

Part 150 Noise Abatement Corridor Compliance

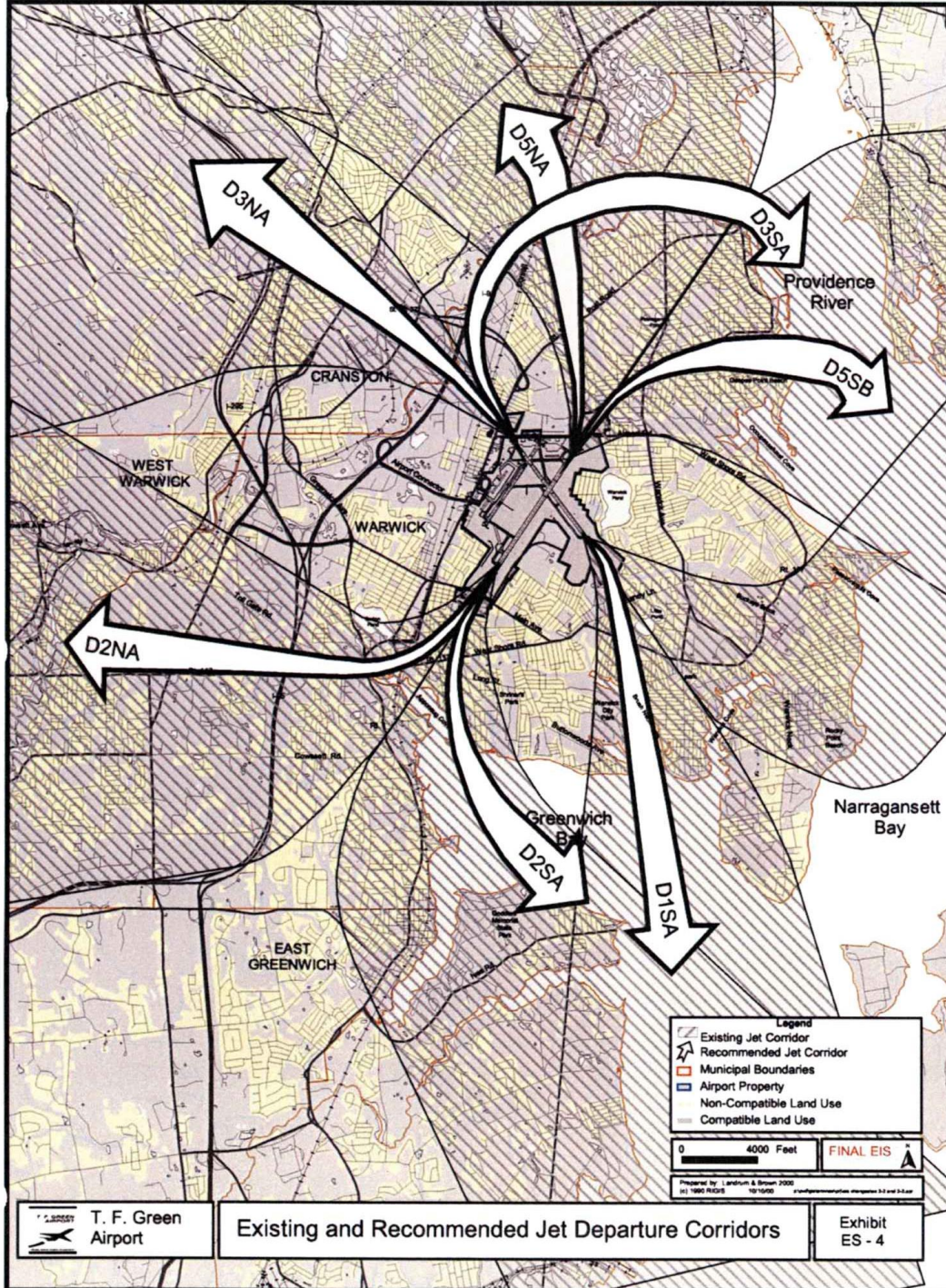
The first Part 150 Study and Noise Exposure Maps (NEM) were approved by the FAA for Rhode Island T. F. Green International Airport in 1986. The NEM has been updated several times, most recently in 2010 as part of the Environmental Impact Statement for the Airport Improvement Program (AIP) approved in the Record of Decision (ROD) issued in November of 2011.

RIAC implemented the use of noise abatement corridors beginning in June 2001. There are a total of eight corridors, comprised of at least one departure corridor per runway and one arrival corridor for Runway 34.

For all but one runway end, there are two flight tracks that jet aircraft may follow. The Air Traffic Control Tower issues a departure heading associated with one of the Part 150 corridors based on the aircraft's destination. It should be noted that pilots will proceed on their departure heading when deemed safe to do so, depending on several variable factors (i.e., type of aircraft, winds, weather, etc.). A description of these flight corridors is presented below and a graphical depiction of the corridors is shown in Figures 7 and 8.



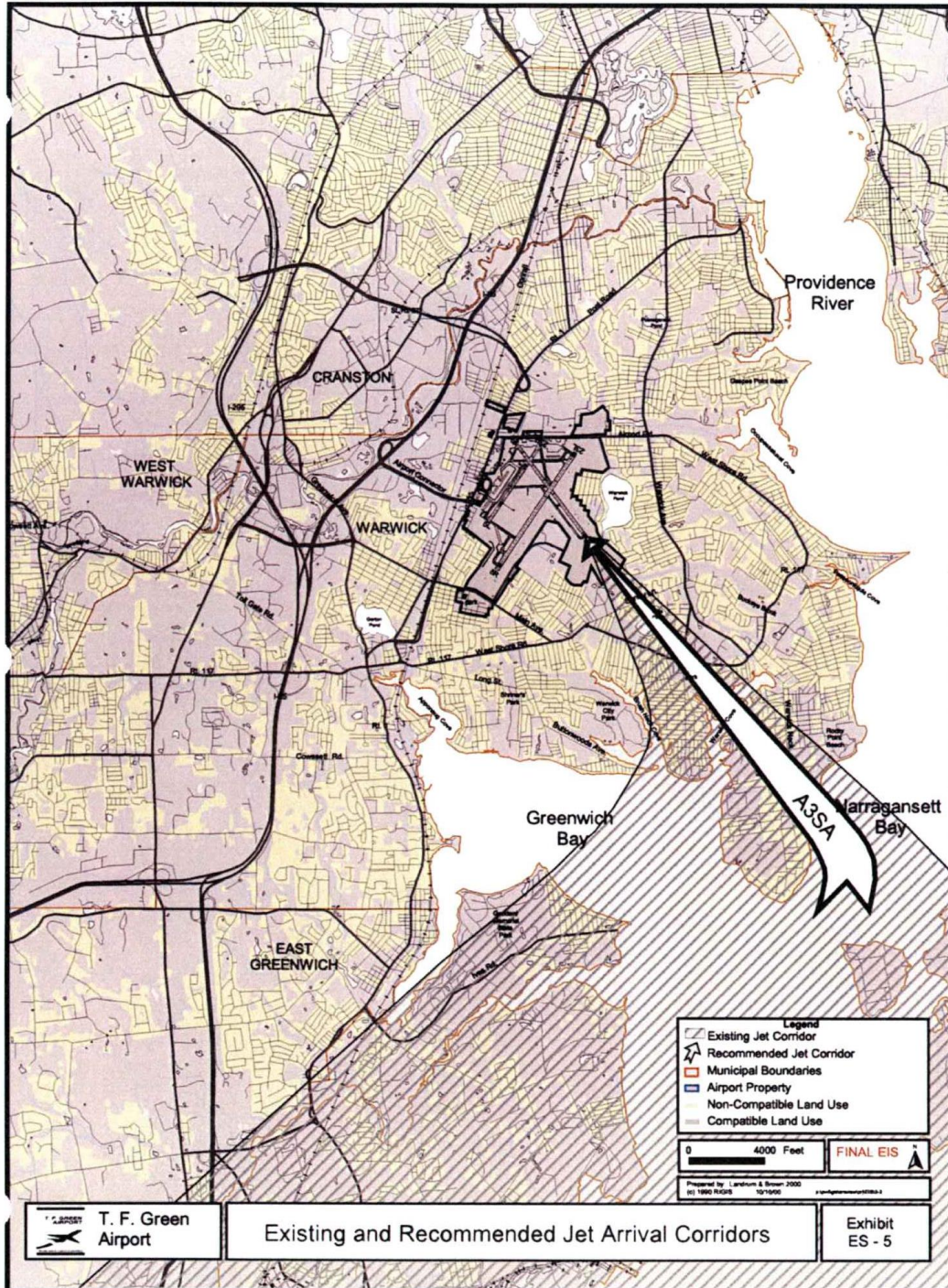
Figure 7 : Part 150 Noise Abatement Departure Corridors



Source: FAA, EIS for T. F. Green Air Traffic Control Noise Abatement Procedures, 2000. FAA approved Noise Abatement Measures 2000.



Figure 8 : Part 150 Noise Abatement Arrivals Corridor



Source: FAA, EIS for T. F. Green Air Traffic Control Noise Abatement Procedures, 2000. FAA approved Noise Abatement Measures 2000.



Runway 5:

Northbound Departures (D5NA): Jet aircraft will turn left as soon as practicable after passing runway end to fly a 360-degree heading until reaching 3 DME (Distance Measuring Equipment).

Southbound Departures (D5SB): Jet aircraft will turn right to a 080-degree heading until reaching 3 DME, passing over Passeonquis Cove, Gaspee Point Beach and Narragansett Bay.

Runway 23:

Northbound Departures (D2NA): Jet aircraft will turn right as soon as practicable after passing runway end to a 280-degree heading until reaching 3 DME. This measure is intended to direct departures under 3,000' over compatible land use areas in Apponaug along I-95 and SR 117.

Southbound Departures (D2SA): Jet aircraft will turn left as soon as practicable after passing runway end to a 160-degree heading until reaching 5 DME or intercepting the 180-degree radial (whichever occurs first). This measure is intended to route traffic over Greenwich Bay and along the north edge of Goddard Memorial State Park.

Runway 16:

Southbound Departures (D1SA): Jet aircraft will turn right to a 180-degree heading until reaching 3 DME or intercepting the PVD VORTAC 180-degree radial. This measure is intended to direct departures over compatible land use areas along Brush Neck Cove and Greenwich Bay.

Runway 34:

Northbound Departures (D3NA): Jet aircraft will turn left as soon as practicable after passing runway end to a 330-degree heading until reaching 4 DME. This measure is intended to direct departures along compatible land use areas located along SR37 and I-295.

Southbound Departures (D3SA): Jet aircraft will turn right to a 360-degree heading until reaching 3 DME. This measure is intended to direct departures along compatible land use areas along I-95 and the Pawtuxet River corridors.

Runway 34:

Arrivals (A3SA): Jet aircraft will intercept the final approach course before crossing the shoreline at Rocky Point Beach on Warwick Neck (4 DME from the PVD VORTAC). This measure is intended to keep jet aircraft following the same course along the extended runway centerline from beyond the shoreline.



An analysis of each air carrier and their compliance with these departure corridors was conducted using the Aircraft Operations Monitoring System. As shown on Table 3, the overall compliance with noise corridors by the air carriers is 88%. Overall cargo carrier compliance in maintaining the aircraft's departure flight track within the corridors is also 88%.

Table 3: Noise Abatement Departure Corridor Total Compliance by Airline, 4th Quarter 2022, All Runways

Airline	Departures					Deviations ¹	Percentage of Compliance
	RW 5	RW 23	RW 16	RW 34	Total Flight Tracks		
Allegiant Airlines	16	29	0	3	48	15	69%
American Airlines	438	738	2	59	1,237	124	90%
Breeze Airways	34	85	0	7	126	16	87%
Delta Airlines	274	478	5	26	783	77	90%
Frontier Airlines	25	45	0	2	72	13	82%
GXA	3	0	0	0	3	0	100%
JetBlue Airlines	101	181	0	5	287	53	82%
Other – General Aviation	235	447	2	64	748	90	88%
Patriots	7	2	0	0	9	2	78%
Salam Air	2	1	0	1	4	1	75%
Southwest Airlines	369	634	5	59	1,067	127	88%
Sun Country Airlines	1	5	0	0	6	0	100%
Swift Air	1	3	0	0	4	2	50%
United Airlines	179	344	2	37	562	63	89%
Total Air Carriers	1,685	2,992	16	263	4,956	583	88%
Cargo Carriers							
FedEx	16	43	0	3	62	10	84%
UPS	32	86	0	6	124	14	89%
Total Cargo Carriers	48	129	0	9	186	24	87%
Total	1,733	3,121	16	272	5,142	607	88%

Source: RIAC, Aircraft Operations Monitoring System, 2022

¹ Specific information regarding the deviations from the approved noise abatement departures corridors can be found in Appendix 1&2

A. Pilots will turn toward their assigned departure corridor when deemed safe and practicable



Tables 4 through 7 shows compliance by runway end. The airlines and cargo operators achieve a high level of compliance with the noise abatement procedures.

Table 4: Noise Abatement Departure Corridor Compliance for Runway 5, by Airline, 4th Quarter 2022

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Allegiant Airlines	7	3	57%	9	1	89%	75%
American Airlines	253	34	87%	185	28	85%	86%
Breeze Airways	11	0	100%	23	3	87%	91%
Delta Airlines	269	22	92%	5	3	40%	91%
Frontier Airlines	5	1	80%	20	3	85%	84%
Grixona	1	0	100%	2	0	100%	100%
JetBlue Airlines	9	1	89%	92	15	84%	84%
Other – General Aviation	171	26	85%	64	12	81%	84%
Patriots	7	1	86%	0	0	N/A	86%
Salam Air	1	0	100%	1	0	100%	100%
Southwest Airlines	232	20	91%	137	11	92%	92%
Sun Country Airlines	1	0	100%	0	0	N/A	100%
Swift Air	1	1	0%	0	0	N/A	0%
United Airlines	176	23	87%	3	1	67%	87%
Total Air Carriers	1,144	132	88%	541	77	86%	88%
Cargo Carriers							
Federal Express	16	5	69%	0	0	N/A	69%
UPS	30	4	87%	2	0	100%	88%
Total Cargo Carriers	46	9	80%	2	0	100%	81%
Total	1,190	141	88%	543	77	86%	87%

Source: RIAC, Aircraft Operations Monitoring System, 2022



Table 5: Noise Abatement Departure Corridor Compliance for Runway 23, by Airline, 4th Quarter 2022

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Allegiant Airlines	9	5	44%	20	4	80%	69%
American Airlines	422	42	90%	316	11	97%	93%
Breeze Airways	26	4	85%	59	7	88%	87%
Delta Airlines	474	49	90%	4	2	50%	89%
Frontier Airlines	8	2	75%	37	7	81%	80%
JetBlue Airlines	15	8	47%	166	27	84%	81%
Other – General Aviation	312	33	89%	135	14	90%	89%
Patriots	2	1	50%	0	0	N/A	50%
Salam Air	1	0	100%	0	0	N/A	100%
Southwest Airlines	396	67	83%	238	20	92%	86%
Sun Country	2	0	100%	3	0	100%	100%
Swift Air	1	0	100%	2	1	50%	67%
United Airlines	340	35	90%	4	0	100%	90%
Total Air Carriers	2,008	246	88%	984	93	91%	89%
Cargo Carriers							
Federal Express	43	4	91%	0	0	N/A	91%
UPS	79	8	90%	7	0	100%	91%
Total Cargo Carriers	122	12	90%	7	0	100%	91%
Total	2,130	258	88%	991	93	91%	89%

Source: RIAC, Aircraft Operations Monitoring System, 2022



Table 6: Noise Abatement Departure Corridor Compliance for Runway 34, by Airline, 4th Quarter 2022

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Allegiant Airlines	0	0	N/A	3	2	33%	33%
American Airlines	31	2	94%	28	7	75%	85%
Breeze Airways	2	0	100%	5	2	60%	71%
Delta Airlines	24	1	96%	2	0	N/A	96%
Frontier Airlines	0	0	N/A	2	0	100%	100%
JetBlue	0	0	N/A	5	2	60%	60%
Other – General Aviation	48	3	94%	16	2	88%	92%
Salam Air	1	0	100%	0	0	N/A	100%
Southwest Airlines	36	1	97%	23	5	78%	90%
United Airlines	36	4	89%	1	0	100%	89%
Total Air Carriers	178	11	94%	85	20	76%	88%
Cargo Carriers							
FedEx	3	1	67%	0	0	N/A	67%
UPS	6	2	67%	0	0	N/A	67%
Total Cargo Carriers	9	3	67%	0	0	N/A	67%
Total	187	14	93%	85	20	76%	88%

Source: RIAC, Aircraft Operations Monitoring System, 2022



Table 7: Noise Abatement Departure Corridor Compliance for Runway 16, by Airline, 4th Quarter 2022

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
American Airlines	0	0	N/A	2	0	100%	100%
Delta Airlines	0	0	N/A	5	0	100%	100%
Other (General Aviation)	0	0	N/A	2	0	100%	100%
Southwest Airlines	5	3	40%	0	0	N/A	40%
United Airlines	0	0	N/A	2	0	100%	100%
Total Air Carriers	5	3	40%	11	0	100%	81%
Cargo Carriers							
FedEx	0	0	N/A	0	0	N/A	N/A
UPS	0	0	N/A	0	0	N/A	N/A
Total Cargo Carriers	0	0	N/A	0	0	N/A	N/A
Total	5	3	40%	11	0	100%	81%

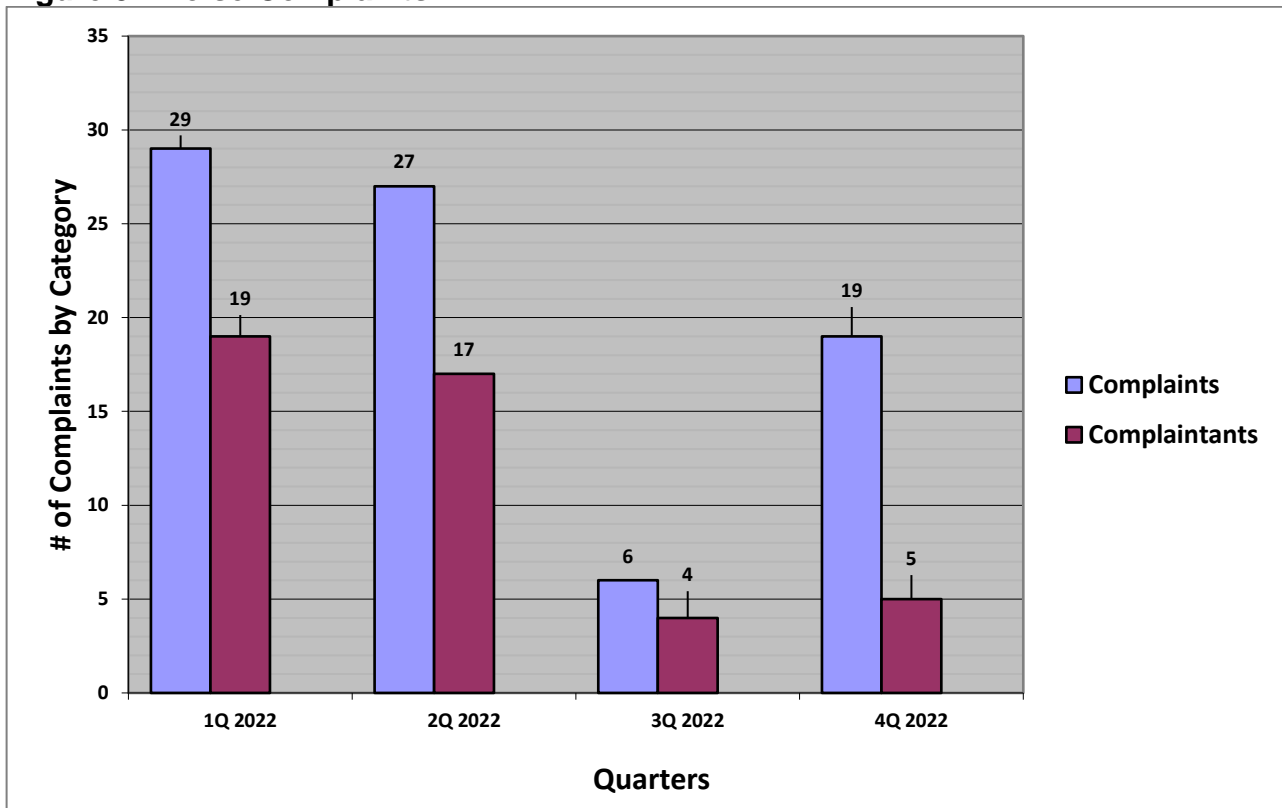
Source: RIAC, Aircraft Operations Monitoring System, 2022



Noise Complaints

RIAC has instituted several methods for citizens concerned about aircraft noise to voice their opinions. RIAC is committed to minimizing the effects of aircraft generated noise on the Warwick and Cranston Communities through the use of operational procedures and noise mitigation programs. Citizens can call the noise hotline and leave a message or submit a complaint via the web page.

Figure 9: Noise Complaints



Source: RIAC Noise Hotline & Website/Email Portal 2022

As seen in Figure 9, during the Fourth Quarter 2022, RIAC received 19 complaints from 5 citizens.



APPENDIX A:

Air Carriers

Allegiant Airlines			Deviations	15
Date:	Time	RWY	Flight ID	ACType
10/9/2022	4:42 PM	23	AAY341	A319
10/13/2022	5:15 PM	23	AAY341	A319
10/15/2022	7:12 PM	23	AAY4192	A320
10/20/2022	4:48 PM	23	AAY341	A319
11/22/2022	7:40 PM	23	AAY968	A320
11/1/2022	2:36 PM	23	AAY2510	A320
11/3/2022	8:06 PM	23	AAY953	A320
11/6/2022	7:44 PM	23	AAY962	A320
11/10/2022	7:40 PM	23	AAY953	A320
12/1/2022	11:01 AM	34	AAY2485	A320
12/8/2022	11:43 AM	34	AAY2488	A320
10/2/2022	4:54 PM	5	AAY341	A320
10/23/2022	11:07 AM	5	AAY2510	A320
11/28/2022	8:02 PM	5	AAY883	A319
12/11/2022	10:51 AM	5	AAY2488	A320

American Airlines			Deviations	124
Date:	Time	RWY	Flight ID	ACType
10/11/2022	5:14 PM	23	ENY3447	E170
10/20/2022	5:10 PM	23	ENY3447	E170
10/28/2022	4:52 PM	5	ENY3447	E170
12/25/2022	2:03 PM	23	ENY3651	E170
12/29/2022	5:00 PM	23	ENY3651	E170
12/16/2022	6:35 PM	5	ENY3651	E170
10/9/2022	5:52 AM	23	ENY3750	E170
10/13/2022	5:49 AM	23	ENY3750	E170
10/29/2022	5:50 AM	5	ENY3750	E170
11/2/2022	5:50 AM	5	ENY3750	E170
10/2/2022	5:52 PM	5	ENY3771	E170



Rhode Island

Airport Corporation

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American Airlines			Deviations	124
Date:	Time	RWY	Flight ID	ACType
10/3/2022	5:58 PM	5	ENY3771	E170
11/6/2022	12:20 PM	23	ENY3773	E170
11/10/2022	11:54 AM	23	ENY3773	E170
11/20/2022	11:46 AM	23	ENY3773	E170
12/7/2022	11:48 AM	23	ENY3773	E170
11/15/2022	12:16 PM	5	ENY3773	E170
12/13/2022	11:49 AM	5	ENY3773	E170
10/3/2022	6:02 AM	5	ENY3800	E170
10/5/2022	5:56 AM	5	ENY3800	E170
11/18/2022	5:48 PM	23	JIA5086	CRJ9
11/9/2022	5:11 PM	23	JIA5086	CRJ9
11/13/2022	5:26 PM	34	JIA5086	CRJ9
11/28/2022	5:36 PM	34	JIA5086	CRJ7
12/9/2022	2:11 PM	34	JIA5119	CRJ9
12/14/2022	2:06 PM	34	JIA5119	CRJ9
10/5/2022	7:00 PM	5	JIA5125	CRJ7
10/27/2022	5:21 PM	5	JIA5125	CRJ7
10/28/2022	5:18 PM	5	JIA5125	CRJ7
10/17/2022	1:08 PM	23	JIA5134	CRJ7
10/12/2022	1:13 PM	23	JIA5134	CRJ7
10/14/2022	1:15 PM	23	JIA5134	CRJ9
10/2/2022	10:10 AM	5	JIA5134	CRJ9
10/16/2022	2:01 PM	23	JIA5140	CRJ9
10/25/2022	1:55 PM	5	JIA5140	CRJ9
11/26/2022	4:17 PM	23	JIA5192	CRJ7
11/25/2022	1:29 PM	23	JIA5335	CRJ9
12/3/2022	1:43 PM	23	JIA5335	CRJ9
12/18/2022	12:44 PM	23	JIA5335	CRJ9
12/11/2022	1:15 PM	5	JIA5336	CRJ9
12/31/2022	12:50 PM	5	JIA5336	CRJ9
12/10/2022	12:17 PM	5	JIA5363	CRJ7
12/14/2022	8:47 PM	34	JIA5459	CRJ9
10/27/2022	9:35 PM	5	JIA5459	CRJ7
11/14/2022	8:28 PM	5	JIA5459	CRJ9
12/8/2022	8:54 PM	5	JIA5459	CRJ7



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American Airlines			Deviations	124
Date:	Time	RWY	Flight ID	ACType
12/9/2022	8:44 PM	5	JIA5459	CRJ9
12/20/2022	9:28 PM	5	JIA5459	CRJ9
12/17/2022	2:04 PM	34	JIA5468	CRJ7
11/13/2022	6:14 AM	23	JIA5585	CRJ9
12/8/2022	6:15 AM	5	JIA5585	CRJ9
12/21/2022	6:11 AM	5	JIA5585	CRJ9
10/1/2022	7:22 AM	5	RPA4300	E75S
12/17/2022	7:52 AM	5	RPA4329	E75S
11/6/2022	2:30 PM	23	RPA4400	E75S
11/25/2022	2:23 PM	23	RPA4400	E75S
12/23/2022	2:15 PM	23	RPA4400	E75L
12/25/2022	1:58 PM	23	RPA4400	E75S
11/8/2022	3:11 PM	5	RPA4400	E75S
11/29/2022	2:17 PM	5	RPA4400	E75S
12/8/2022	5:55 AM	5	RPA4452	E75S
12/12/2022	6:50 AM	5	RPA4452	E75L
12/15/2022	7:27 AM	5	RPA4452	E75L
12/9/2022	6:17 AM	5	RPA4452	E75S
12/18/2022	6:12 AM	23	RPA4497	E75S
12/12/2022	7:01 AM	5	RPA4534	E75S
11/20/2022	9:06 AM	23	RPA4732	E75L
12/4/2022	8:59 AM	23	RPA4732	E75S
12/18/2022	6:03 AM	23	RPA4732	E75L
12/26/2022	6:16 AM	23	RPA4732	E75S
12/11/2022	8:58 AM	5	RPA4732	E75S
12/21/2022	6:05 AM	5	RPA4732	E75S
11/30/2022	5:39 PM	23	RPA4800	E75L
12/23/2022	6:43 PM	23	RPA4800	E75S
12/14/2022	5:31 PM	34	RPA4800	E75L
12/12/2022	5:33 PM	5	RPA4800	E75L
12/16/2022	5:29 PM	5	RPA4800	E75S
10/3/2022	9:32 PM	5	RPA4810	E75S
11/7/2022	4:56 PM	5	SKW4924	CRJ7
11/21/2022	7:19 PM	23	SKW4986	CRJ7
12/1/2022	4:53 PM	23	SKW4986	CRJ7



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American Airlines			Deviations	124
Date:	Time	RWY	Flight ID	ACType
11/6/2022	1:02 PM	23	AAL426	A319
11/7/2022	6:24 AM	23	AAL1703	A21N
11/12/2022	9:06 AM	23	AAL1811	A319
11/12/2022	5:20 PM	23	AAL2061	A321
11/20/2022	5:25 PM	23	AAL2061	A321
11/27/2022	10:46 PM	23	AAL1877	A320
11/30/2022	12:22 PM	23	AAL426	A319
12/1/2022	5:39 PM	23	AAL2061	A321
12/2/2022	5:31 PM	23	AAL2061	A321
12/6/2022	12:44 PM	23	AAL426	A319
12/13/2022	7:18 PM	23	AAL1877	A320
12/23/2022	6:11 AM	23	AAL1703	A321
12/26/2022	9:34 AM	23	AAL1811	A319
12/28/2022	12:52 PM	23	AAL1650	A319
12/28/2022	1:41 PM	23	AAL721	A319
12/29/2022	9:19 AM	23	AAL1811	A319
10/16/2022	2:53 PM	23	AAL1905	A321
11/12/2022	6:29 AM	23	AAL1703	A21N
11/21/2022	12:54 PM	23	AAL426	A319
12/8/2022	12:26 PM	34	AAL426	A319
12/8/2022	4:11 PM	34	AAL392	A319
10/2/2022	11:10 PM	5	AAL9779	A319
10/3/2022	6:24 AM	5	AAL317	A319
10/5/2022	5:52 PM	5	AAL1449	B738
11/8/2022	5:19 PM	5	AAL2061	A21N
12/8/2022	9:01 PM	5	AAL1877	A21N
12/10/2022	5:21 PM	5	AAL2061	A21N
12/12/2022	12:43 PM	5	AAL426	A319
12/13/2022	5:19 PM	5	AAL2061	A21N
12/16/2022	7:35 PM	5	AAL1877	B738
12/21/2022	9:19 AM	5	AAL1811	A319
10/2/2022	12:44 PM	5	AAL2528	A319
10/28/2022	6:21 AM	5	AAL317	A319
10/28/2022	6:27 AM	5	AAL1532	A319
10/28/2022	4:11 PM	5	AAL1379	A319



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American Airlines			Deviations	124
Date:	Time	RWY	Flight ID	ACType
10/29/2022	6:27 AM	5	AAL1532	A319
11/8/2022	12:53 PM	5	AAL426	A319
11/8/2022	4:15 PM	5	AAL392	A319
11/28/2022	4:16 PM	5	AAL392	A319
12/9/2022	4:16 PM	5	AAL392	A319
12/14/2022	12:38 PM	5	AAL426	A319
12/14/2022	4:11 PM	5	AAL392	A319
12/19/2022	12:31 PM	5	AAL1650	A319

Breeze			Deviations	16
Date:	Time	RWY	Flight ID	ACType
10/21/2022	12:38 AM	23	MXY221	E195
11/27/2022	11:57 AM	23	MXY2417	E195
12/29/2022	11:51 AM	23	MXY221	E195
12/30/2022	11:04 AM	23	MXY221	E195
10/9/2022	9:31 AM	23	MXY417	E190
10/15/2022	3:20 PM	23	MXY221	E195
10/16/2022	7:46 PM	23	MXY221	E195
10/27/2022	9:29 AM	23	MXY417	E195
11/7/2022	12:56 PM	23	MXY221	E195
11/20/2022	5:46 PM	23	MXY221	E195
12/26/2022	11:59 AM	23	MXY221	E195
12/9/2022	11:08 AM	34	MXY221	E195
12/20/2022	9:46 AM	34	MXY417	E195
10/2/2022	9:29 AM	5	MXY417	E195
10/3/2022	10:55 AM	5	MXY221	E195
11/24/2022	12:10 AM	5	MXY221	E195

Delta Airlines			Deviations	77
Date:	Time	RWY	Flight ID	ACType
10/14/2022	2:02 PM	23	DAL2329	A320



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Delta Airlines			Deviations	77
Date:	Time	RWY	Flight ID	ACType
10/14/2022	7:06 PM	23	DAL1608	A320
10/21/2022	7:29 PM	23	DAL1608	A320
11/5/2022	5:22 AM	23	DAL2606	A320
11/6/2022	5:17 AM	23	DAL2606	A320
11/10/2022	1:35 PM	23	DAL2023	A320
12/4/2022	5:13 AM	23	DAL2876	A319
12/6/2022	5:12 AM	23	DAL2876	A319
12/8/2022	5:12 AM	23	DAL2876	A319
12/13/2022	5:26 AM	23	DAL2876	A320
11/12/2022	6:51 AM	23	DAL2716	A320
10/5/2022	8:15 PM	5	DAL1608	A320
11/30/2022	5:19 AM	5	DAL2606	A320
10/5/2022	6:54 AM	5	DAL2716	A320
12/31/2022	6:00 AM	23	EDV4656	CRJ9
12/27/2022	5:01 PM	23	EDV4701	CRJ7
12/29/2022	5:10 PM	23	EDV4701	CRJ7
12/23/2022	6:07 PM	23	EDV4796	CRJ9
11/21/2022	4:07 PM	23	EDV4838	CRJ9
12/6/2022	4:58 PM	23	EDV4838	CRJ9
12/16/2022	7:37 PM	5	EDV4838	CRJ9
12/8/2022	4:51 PM	5	EDV4838	CRJ9
10/20/2022	12:28 PM	23	EDV4862	CRJ9
10/21/2022	12:24 PM	23	EDV4862	CRJ9
11/3/2022	12:17 PM	23	EDV4862	CRJ9
10/2/2022	11:48 AM	5	EDV4862	CRJ9
10/3/2022	12:29 PM	5	EDV4862	CRJ9
12/3/2022	8:59 AM	23	EDV4880	CRJ9
11/9/2022	7:57 PM	23	EDV4957	CRJ9
11/10/2022	7:56 PM	23	EDV4957	CRJ9
11/27/2022	10:38 PM	23	EDV4957	CRJ7
11/8/2022	5:12 PM	5	EDV5111	CRJ9
10/10/2022	5:54 AM	23	EDV5188	CRJ9
10/12/2022	5:24 AM	23	EDV5188	CRJ9
10/21/2022	5:29 AM	23	EDV5188	CRJ9
10/27/2022	5:26 AM	23	EDV5188	CRJ9



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Delta Airlines			Deviations	77
Date:	Time	RWY	Flight ID	ACType
11/1/2022	5:23 AM	23	EDV5188	CRJ9
11/7/2022	5:24 AM	23	EDV5218	CRJ9
11/17/2022	5:40 AM	23	EDV5218	CRJ7
12/19/2022	5:19 AM	23	EDV5218	CRJ9
12/1/2022	5:21 AM	23	EDV5218	CRJ9
10/3/2022	5:45 AM	5	EDV5218	CRJ9
10/5/2022	5:40 AM	5	EDV5218	CRJ9
11/8/2022	5:28 AM	5	EDV5218	CRJ9
11/27/2022	1:12 PM	23	EDV5357	CRJ7
11/3/2022	4:42 PM	23	EDV5390	CRJ9
11/6/2022	4:42 PM	23	EDV5390	CRJ9
12/20/2022	2:29 PM	34	EDV5390	CRJ9
10/3/2022	5:16 PM	5	EDV5390	CRJ9
10/4/2022	6:44 PM	5	EDV5390	CRJ9
10/7/2022	4:57 PM	23	EDV5391	CRJ9
10/11/2022	4:45 PM	23	EDV5391	CRJ9
10/17/2022	5:04 PM	23	EDV5391	CRJ9
10/20/2022	4:54 PM	23	EDV5391	CRJ9
10/24/2022	4:58 PM	5	EDV5391	CRJ9
12/26/2022	10:30 AM	23	EDV5412	CRJ9
10/31/2022	5:10 PM	23	EDV5532	CRJ9
12/2/2022	11:46 AM	23	RPA5648	E75S
12/12/2022	1:48 PM	5	RPA5648	E75S
12/15/2022	11:45 AM	5	RPA5648	E75S
11/13/2022	6:40 AM	23	RPA5725	E75S
11/17/2022	6:37 AM	23	RPA5725	E75S
12/2/2022	7:01 AM	23	RPA5725	E75S
12/7/2022	6:44 AM	23	RPA5725	E75S
11/15/2022	7:03 AM	5	RPA5725	E75S
12/16/2022	7:50 AM	5	RPA5725	E75S
10/8/2022	5:44 AM	23	SKW3555	CRJ9
10/13/2022	5:39 AM	23	SKW3555	CRJ9
10/15/2022	5:41 AM	23	SKW3555	CRJ9
10/28/2022	5:51 AM	5	SKW3555	CRJ9
10/5/2022	1:23 PM	5	SKW3687	CRJ9



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Delta Airlines				Deviations	77
Date:	Time	RWY	Flight ID	ACType	
10/1/2022	6:07 AM	5	SKW3813	CRJ9	
10/5/2022	6:38 AM	5	SKW3813	CRJ9	
10/26/2022	5:40 PM	23	SKW4490	CRJ9	
11/14/2022	5:25 PM	5	SKW4490	CRJ9	
11/28/2022	5:14 PM	5	SKW4490	CRJ9	
12/9/2022	5:07 PM	5	SKW4490	CRJ9	

Frontier Airlines				Deviations	13
Date:	Time	RWY	Flight ID	ACType	
11/16/2022	6:26 PM	23	FFT1183	A321	
12/17/2022	3:29 PM	23	FFT1185	A321	
10/7/2022	11:31 AM	23	FFT1183	A321	
10/17/2022	10:01 AM	23	FFT1183	A321	
11/5/2022	10:29 AM	23	FFT1183	A321	
11/11/2022	6:00 PM	23	FFT1183	A321	
11/12/2022	10:38 AM	23	FFT1183	A321	
11/26/2022	2:06 PM	23	FFT1183	A20N	
12/30/2022	9:01 PM	23	FFT1183	A21N	
10/26/2022	10:05 AM	5	FFT1183	A321	
11/13/2022	12:48 PM	5	FFT2647	A20N	
11/14/2022	7:32 PM	5	FFT1183	A20N	
12/12/2022	9:08 PM	5	FFT1183	A321	

JetBlue Airways				Deviations	53
Date:	Time	RWY	Flight ID	ACType	
10/10/2022	3:56 PM	23	JBU1075	A320	
10/13/2022	6:10 PM	23	JBU1287	A320	
11/12/2022	4:52 PM	23	JBU2739	A320	
11/16/2022	4:40 PM	23	JBU2739	A320	
11/26/2022	11:13 AM	23	JBU1287	E190	
12/4/2022	4:41 PM	23	JBU1075	A320	
12/19/2022	5:22 PM	23	JBU1197	A320	



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JetBlue Airways		Deviations			53
Date:	Time	RWY	Flight ID	ACType	
12/27/2022	1:30 PM	23	JBU1287	A320	
10/7/2022	7:35 AM	23	JBU1197	A320	
10/7/2022	2:46 PM	23	JBU375	A320	
10/7/2022	6:19 PM	23	JBU1287	A320	
10/15/2022	7:29 AM	23	JBU1197	A320	
10/16/2022	3:26 PM	23	JBU375	A320	
10/18/2022	7:44 AM	23	JBU1197	A320	
10/18/2022	4:50 PM	23	JBU1075	A320	
10/18/2022	6:12 PM	23	JBU1287	A320	
10/19/2022	7:15 PM	23	JBU1287	A320	
10/22/2022	7:25 AM	23	JBU1197	A320	
10/22/2022	4:45 PM	23	JBU1075	A320	
10/26/2022	4:06 PM	23	JBU1075	A320	
10/30/2022	5:38 PM	23	JBU1197	A320	
11/3/2022	2:15 PM	23	JBU1287	E190	
11/10/2022	6:13 PM	23	JBU1287	E190	
11/13/2022	6:00 AM	23	JBU1075	A320	
11/17/2022	3:12 PM	23	JBU1197	A320	
11/18/2022	11:19 AM	23	JBU1287	E190	
11/19/2022	4:14 PM	23	JBU1197	A320	
11/20/2022	6:07 AM	23	JBU1075	A320	
11/22/2022	6:10 AM	23	JBU1075	A320	
11/24/2022	12:19 PM	23	JBU1929	A320	
11/26/2022	1:03 PM	23	JBU1929	A320	
11/26/2022	4:30 PM	23	JBU1197	A320	
12/18/2022	6:05 AM	23	JBU1075	A320	
12/24/2022	12:27 PM	23	JBU1287	A320	
12/26/2022	2:22 PM	23	JBU1287	A320	
11/13/2022	4:56 PM	34	JBU2739	A320	
12/14/2022	6:18 AM	34	JBU1075	A320	
10/4/2022	7:46 PM	5	JBU1197	A321	
10/1/2022	6:07 PM	5	JBU1075	A320	
10/3/2022	3:43 PM	5	JBU1075	A320	
10/28/2022	7:38 AM	5	JBU1197	A320	
10/28/2022	3:55 PM	5	JBU1075	A320	



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JetBlue Airways			Deviations	53
Date:	Time	RWY	Flight ID	ACType
11/2/2022	5:41 AM	5	JBU1075	A320
11/9/2022	6:01 AM	5	JBU1075	A320
11/23/2022	1:19 PM	5	JBU1929	A320
12/9/2022	5:34 PM	5	JBU1197	A320
12/10/2022	6:00 AM	5	JBU1075	A320
12/11/2022	6:43 PM	5	JBU1197	A320
12/15/2022	6:28 AM	5	JBU1075	A320
12/16/2022	6:09 AM	5	JBU1075	A320
12/16/2022	6:13 PM	5	JBU1197	A320
12/17/2022	6:10 AM	5	JBU1075	A320
12/23/2022	6:39 AM	5	JBU1075	A320

Other (General Aviation)			Deviations	90
Date:	Time	RWY	Flight ID	ACType
12/6/2022	12:17 PM	23	BKM1	C25B
11/27/2022	3:37 PM	23	COL511	H25B
10/3/2022	3:16 PM	5	DPJ487	BE40
10/7/2022	5:15 PM	23	EJA318	E55P
10/9/2022	9:40 PM	23	EJA819	C700
10/12/2022	9:36 PM	23	EJA600	C56X
11/17/2022	3:01 PM	23	EJA352	E55P
10/14/2022	1:52 PM	23	EJA419	E55P
11/3/2022	10:15 AM	23	EJA220	CL60
11/27/2022	3:03 PM	23	EJA772	CL35
10/4/2022	10:12 AM	5	EJA555	C56X
10/28/2022	3:02 PM	5	EJA591	C68A
11/8/2022	1:35 PM	5	EJA434	E55P
11/15/2022	6:44 AM	5	EJA411	E55P
10/2/2022	7:48 AM	5	EJA572	C68A
10/16/2022	12:27 PM	23	EJM410	BE40
10/2/2022	1:08 PM	5	FTH907	C750
10/17/2022	9:57 AM	23	GAJ904	C750



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Other (General Aviation)			Deviations	90
Date:	Time	RWY	Flight ID	ACType
11/10/2022	6:03 PM	23	GTAYC	GLF4
11/27/2022	6:47 PM	23	HRT373	C560
11/30/2022	12:02 PM	23	JAS3	C25C
10/8/2022	5:25 PM	23	JAS84	CL60
12/16/2022	3:30 PM	5	JIT41	HDJT
12/30/2022	1:23 PM	23	JNY297	GLF4
11/4/2022	12:24 PM	23	JRE753	C25B
12/3/2022	10:40 AM	23	JTZ412	E55P
10/27/2022	2:00 PM	34	KPO707	GLF4
11/15/2022	11:43 AM	5	KPO98	GLEK
11/11/2022	10:07 AM	23	LAK331	C560
12/10/2022	2:51 PM	5	LAK676	C56X
12/12/2022	2:34 PM	5	LAK655	C56X
10/12/2022	7:01 PM	23	LKF53	C25B
11/4/2022	9:47 AM	23	LXJ358	E55P
11/20/2022	2:56 PM	34	LXJ461	GLF4
10/2/2022	6:53 AM	5	LXJ378	E55P
10/4/2022	4:40 PM	5	LXJ434	E545
12/11/2022	10:10 AM	5	LXJ545	CL30
12/12/2022	8:28 AM	5	LXJ653	GLF6
11/16/2022	8:29 PM	23	N101NY	GLF4
12/5/2022	2:52 PM	23	N111LJ	C550
10/3/2022	12:35 PM	5	N118MM	C650
11/5/2022	12:54 PM	23	N139DZ	L39
10/2/2022	4:03 PM	5	N143CB	GALX
12/15/2022	10:48 AM	5	N15GT	CL30
11/10/2022	4:27 PM	23	N175EM	E50P
11/25/2022	10:38 AM	23	N1MG	C25C
12/5/2022	10:33 AM	23	N1PU	H25B
10/22/2022	4:36 PM	23	N214TF	F2TH
12/9/2022	5:24 AM	34	N214TF	F2TH
10/19/2022	9:20 AM	23	N23VJ	SF50
12/3/2022	8:31 PM	23	N254CA	GLF4
10/23/2022	1:14 PM	5	N259CK	C680



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Other (General Aviation)			Deviations	90
Date:	Time	RWY	Flight ID	ACType
12/27/2022	10:40 AM	23	N2UP	C650
10/22/2022	6:24 PM	23	N307HR	G280
10/3/2022	10:39 AM	5	N307HR	G280
11/14/2022	6:21 PM	5	N324JR	SF50
12/14/2022	4:46 PM	34	N339LS	GLF5
10/23/2022	12:21 PM	5	N362JE	CL30
11/2/2022	11:29 AM	5	N401BC	BE40
12/11/2022	10:12 AM	5	N492FT	BE40
11/3/2022	7:13 AM	23	N509CX	C750
10/31/2022	10:11 AM	23	N509CX	C750
11/23/2022	2:11 PM	34	N501RP	G150
10/23/2022	12:09 PM	5	N501JD	C501
10/23/2022	12:21 PM	5	N501JD	C501
12/8/2022	9:18 PM	5	N504RP	G280
10/5/2022	6:55 PM	5	N520SC	F2TH
11/16/2022	5:19 AM	5	N550JF	GLF3
10/13/2022	7:12 AM	23	N562LD	C56X
12/30/2022	12:34 PM	23	N61HQ	H25B
12/27/2022	2:59 PM	23	N639TC	C25A
11/21/2022	9:48 PM	23	N650BS	CL60
10/15/2022	1:19 PM	23	N6AK	FA50
12/3/2022	12:03 PM	23	N703CX	C700
11/15/2022	2:44 PM	5	N720LF	GLF6
10/14/2022	1:36 PM	23	N76PW	GA6C
10/19/2022	4:07 PM	23	N772CS	C560
10/1/2022	3:43 PM	5	N7SB	C750
10/29/2022	11:32 AM	5	N800SD	BE40
12/8/2022	8:26 PM	5	N852E	FA20
10/21/2022	8:21 PM	23	N865R	GLF5
11/27/2022	9:29 AM	23	N886YS	C550
10/27/2022	6:06 PM	5	N917GA	GLF5
10/6/2022	9:51 AM	5	TIV690	C680
12/1/2022	11:53 PM	23	TWY440	GL7T
12/10/2022	9:01 AM	5	VJT754	GLEX



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Other (General Aviation)			Deviations	90
Date:	Time	RWY	Flight ID	ACType
10/28/2022	1:06 PM	5	VXP8571	B737
11/2/2022	8:03 PM	23	XAKVD	H25B
10/29/2022	2:09 AM	23		GLF4
12/10/2022	12:39 AM	5		LJ45

Patriots			Deviations	2
Date:	Time	RWY	Flight ID	ACType
10/15/2022	2:25 PM	23	EAL3609	B763
12/9/2022	11:38 AM	5	EAL3507	B763

Salam Air			Deviations	1
Date:	Time	RWY	Flight ID	ACType
12/7/2022	5:07 AM	23	OV3454	A321

Southwest Airlines			Deviations	127
Date:	Time	RWY	Flight ID	ACType
10/8/2022	11:09 AM	23	SWA1384	B737
10/10/2022	5:31 PM	23	SWA294	B737
10/13/2022	11:49 PM	23	SWA8511	B737
10/27/2022	11:14 AM	23	SWA600	B738
10/30/2022	8:53 AM	23	SWA1935	B737
10/31/2022	6:20 AM	23	SWA2142	B738
11/5/2022	10:44 AM	23	SWA1413	B738
11/5/2022	4:59 PM	23	SWA2440	B738
11/6/2022	5:13 AM	23	SWA2666	B738
11/6/2022	5:20 AM	23	SWA2073	B738
11/6/2022	4:49 PM	23	SWA1994	B738
11/7/2022	5:21 AM	23	SWA2073	B38M
11/7/2022	1:00 PM	23	SWA1218	B737
11/7/2022	6:47 PM	23	SWA2793	B738



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Southwest Airlines		Deviations			127
Date:	Time	RWY	Flight ID	ACType	
11/10/2022	5:20 AM	23	SWA2666	B738	
11/11/2022	5:16 AM	23	SWA2666	B738	
11/11/2022	5:26 AM	23	SWA2073	B38M	
11/12/2022	12:04 PM	23	SWA2220	B738	
11/13/2022	5:22 AM	23	SWA2666	B738	
11/13/2022	5:25 AM	23	SWA2073	B738	
11/14/2022	5:15 AM	23	SWA2666	B738	
11/14/2022	5:19 AM	23	SWA2073	B738	
11/14/2022	11:11 AM	23	SWA1723	B38M	
11/17/2022	5:12 AM	23	SWA2666	B738	
11/18/2022	5:29 AM	23	SWA2666	B38M	
11/18/2022	8:23 AM	23	SWA438	B737	
11/19/2022	5:06 AM	23	SWA2073	B738	
11/19/2022	5:17 AM	23	SWA1523	B38M	
11/20/2022	5:18 AM	23	SWA2666	B38M	
11/20/2022	5:22 AM	23	SWA2073	B738	
11/20/2022	8:14 AM	23	SWA438	B737	
11/21/2022	12:55 PM	23	SWA1218	B737	
11/22/2022	5:25 AM	23	SWA1094	B38M	
11/22/2022	7:47 PM	23	SWA2863	B737	
11/23/2022	5:18 AM	23	SWA1094	B738	
11/24/2022	11:19 AM	23	SWA1523	B738	
11/26/2022	5:20 AM	23	SWA1523	B738	
11/26/2022	10:03 AM	23	SWA249	B738	
11/26/2022	6:41 PM	23	SWA1728	B38M	
11/27/2022	5:22 AM	23	SWA1094	B738	
11/27/2022	5:57 PM	23	SWA3131	B38M	
11/28/2022	5:11 AM	23	SWA1094	B738	
11/28/2022	11:24 AM	23	SWA3273	B737	
11/30/2022	2:23 PM	23	SWA2166	B737	
11/30/2022	4:44 PM	23	SWA1546	B737	
12/2/2022	6:08 AM	23	SWA2073	B738	
12/3/2022	5:11 AM	23	SWA2073	B738	
12/4/2022	5:16 AM	23	SWA2666	B738	
12/4/2022	5:19 AM	23	SWA2073	B738	



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Southwest Airlines			Deviations	127
Date:	Time	RWY	Flight ID	ACType
12/4/2022	1:27 PM	23	SWA1161	B737
12/7/2022	11:11 AM	23	SWA1341	B738
12/17/2022	5:18 AM	23	SWA1523	B738
12/18/2022	5:20 AM	23	SWA2666	B38M
12/18/2022	5:24 AM	23	SWA2073	B738
12/18/2022	5:41 PM	23	SWA1927	B737
12/19/2022	5:22 AM	23	SWA2666	B738
12/19/2022	5:25 AM	23	SWA2073	B738
12/23/2022	1:22 PM	23	SWA8914	B737
12/23/2022	10:03 PM	23	SWA3131	B738
12/24/2022	5:25 AM	23	SWA2073	B738
12/25/2022	7:07 PM	23	SWA1994	B737
12/28/2022	5:55 PM	23	SWA3131	B738
12/29/2022	5:16 AM	23	SWA1094	B738
12/29/2022	5:38 PM	23	SWA3131	B38M
12/30/2022	5:19 AM	23	SWA1094	B38M
12/30/2022	8:17 AM	23	SWA3193	B737
12/31/2022	5:07 AM	23	SWA2073	B738
10/8/2022	5:45 AM	23	SWA697	B738
10/8/2022	7:25 AM	23	SWA2194	B737
10/8/2022	1:02 PM	23	SWA2154	B737
10/8/2022	3:33 PM	23	SWA1037	B738
10/8/2022	7:18 PM	23	SWA1966	B737
10/9/2022	3:40 PM	23	SWA679	B737
10/15/2022	7:39 AM	23	SWA2194	B737
10/26/2022	4:28 PM	23	SWA385	B737
10/31/2022	10:59 AM	23	SWA600	B738
10/31/2022	12:13 PM	23	SWA405	B738
10/31/2022	4:01 PM	23	SWA1037	B738
11/3/2022	12:07 PM	23	SWA405	B738
11/7/2022	6:43 AM	23	SWA204	B737
11/18/2022	6:30 PM	23	SWA2793	B738
11/30/2022	11:08 AM	23	SWA1341	B738
12/1/2022	6:24 PM	23	SWA2793	B737
12/3/2022	5:33 AM	23	SWA1523	B38M



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Southwest Airlines		Deviations			127
Date:	Time	RWY	Flight ID	ACType	
12/4/2022	5:05 PM	23	SWA1927	B737	
12/19/2022	9:11 PM	23	SWA2166	B738	
12/31/2022	5:23 AM	23	SWA1523	B738	
12/20/2022	12:45 PM	34	SWA1161	B737	
11/28/2022	5:04 PM	34	SWA2600	B737	
12/8/2022	1:00 PM	34	SWA3310	B738	
12/14/2022	6:04 AM	34	SWA2073	B738	
12/14/2022	6:21 PM	34	SWA2793	B737	
12/19/2022	4:58 PM	34	SWA1927	B737	
11/14/2022	6:54 PM	16	SWA1728	B737	
12/23/2022	5:33 AM	16	SWA1094	B738	
12/23/2022	7:27 AM	16	SWA204	B737	
10/3/2022	3:48 PM	5	SWA1037	B38M	
10/3/2022	7:09 PM	5	SWA1083	B737	
10/18/2022	6:41 AM	5	SWA2142	B738	
10/27/2022	6:51 PM	5	SWA1083	B737	
11/8/2022	9:11 AM	5	SWA1218	B738	
11/8/2022	1:08 PM	5	SWA3310	B738	
11/29/2022	5:27 AM	5	SWA2073	B738	
12/9/2022	4:26 PM	5	SWA1994	B38M	
12/10/2022	5:20 AM	5	SWA2073	B738	
12/10/2022	5:26 AM	5	SWA1523	B38M	
12/10/2022	6:25 PM	5	SWA1728	B738	
12/11/2022	5:27 AM	5	SWA2073	B738	
12/11/2022	12:58 PM	5	SWA1218	B737	
12/12/2022	4:00 PM	5	SWA1546	B737	
12/16/2022	12:53 AM	5	SWA8506	B737	
12/16/2022	5:28 AM	5	SWA2073	B738	
12/16/2022	1:03 PM	5	SWA1218	B737	
12/20/2022	9:20 PM	5	SWA2166	B38M	
12/23/2022	1:14 AM	5	SWA2846	B737	
12/31/2022	4:01 PM	5	SWA2166	B738	
10/1/2022	1:11 PM	5	SWA2154	B737	
10/2/2022	4:01 PM	5	SWA679	B737	
10/3/2022	10:58 AM	5	SWA600	B738	



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Southwest Airlines			Deviations	127
Date:	Time	RWY	Flight ID	ACType
10/3/2022	5:00 PM	5	SWA385	B737
10/5/2022	6:24 AM	5	SWA2142	B738
10/27/2022	5:16 PM	5	SWA385	B737
11/2/2022	6:19 AM	5	SWA2142	B38M
12/11/2022	5:18 AM	5	SWA2666	B738
12/11/2022	7:10 PM	5	SWA2793	B38M
12/16/2022	5:00 PM	5	SWA1927	B737
12/17/2022	5:14 AM	5	SWA2073	B737

Swift Air			Deviations	2
Date:	Time	RWY	Flight ID	ACType
12/1/2022	3:53 PM	23	SWQ9038	B734
11/29/2022	2:35 PM	5	SWQ846	B734

United Airlines			Deviations	63
Date:	Time	RWY	Flight ID	ACType
11/19/2022	3:50 PM	23	UAL2567	B772
10/1/2022	2:40 PM	5	AWI3795	CRJ2
10/2/2022	3:11 PM	5	AWI3795	CRJ2
12/20/2022	2:49 PM	34	AWI3798	CRJ2
12/6/2022	3:17 PM	23	AWI3805	CRJ2
10/31/2022	8:28 PM	23	AWI3827	CRJ2
10/10/2022	7:52 PM	23	UCA4269	E145
10/26/2022	7:44 PM	23	UCA4269	E145
12/14/2022	7:15 PM	34	UCA4363	E145
12/11/2022	7:50 PM	5	UCA4363	E145
11/11/2022	8:06 PM	23	UCA4378	E145
11/12/2022	7:34 PM	23	UCA4378	E145
11/16/2022	7:33 PM	23	UCA4378	E145
11/27/2022	8:08 PM	23	UCA4378	E145
10/26/2022	6:47 PM	23	GJS4424	CRJ7
10/1/2022	3:49 PM	5	GJS4424	CRJ7
10/4/2022	9:07 PM	5	GJS4424	CRJ7



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United Airlines			Deviations	63
Date:	Time	RWY	Flight ID	ACType
11/5/2022	6:55 PM	23	GJS4176	CRJ7
12/3/2022	12:05 PM	23	RPA3430	E75L
11/7/2022	6:39 PM	23	RPA3515	E170
11/21/2022	6:49 PM	23	RPA3515	E170
12/1/2022	7:35 PM	23	RPA3515	E170
12/14/2022	7:03 PM	34	RPA3515	E170
11/23/2022	6:38 PM	5	RPA3515	E170
12/10/2022	9:28 AM	5	RPA3546	E170
10/31/2022	6:32 AM	23	RPA3575	E170
11/6/2022	7:19 AM	23	RPA3575	E170
11/20/2022	6:31 AM	23	RPA3575	E170
11/22/2022	6:13 AM	23	RPA3575	E170
11/28/2022	6:13 AM	23	RPA3575	E75L
11/30/2022	6:05 AM	23	RPA3575	E75L
12/20/2022	6:08 AM	34	RPA3575	E75L
12/10/2022	6:09 AM	5	RPA3575	E75L
10/31/2022	3:10 PM	23	RPA3590	E170
11/21/2022	3:07 PM	23	RPA3590	E170
11/25/2022	3:43 PM	23	RPA3590	E75L
12/2/2022	2:53 PM	23	RPA3590	E170
11/13/2022	3:13 PM	5	RPA3590	E170
11/15/2022	3:10 PM	5	RPA3590	E170
12/11/2022	3:55 PM	5	RPA3590	E170
12/26/2022	11:50 AM	23	RPA3598	E75L
12/15/2022	11:18 AM	5	RPA3598	E170
12/16/2022	11:26 AM	5	RPA3598	E170
12/20/2022	11:22 AM	5	RPA3598	E170
12/22/2022	11:15 AM	5	RPA3598	E170
10/10/2022	1:20 PM	23	RPA3607	E75L
10/13/2022	12:35 PM	23	RPA3607	E75L
10/2/2022	5:29 PM	5	RPA3611	E75L
10/7/2022	6:16 PM	23	RPA3636	E170
10/21/2022	6:30 PM	23	RPA3636	E75L
10/22/2022	6:16 PM	23	RPA3636	E75L
10/3/2022	6:38 PM	5	RPA3636	E170



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United Airlines				Deviations	63
Date:	Time	RWY	Flight ID	ACType	
10/5/2022	7:05 PM	5	RPA3636	E75L	
10/27/2022	6:14 PM	5	RPA3636	E170	
11/4/2022	6:37 PM	23	RPA3515	E170	
11/19/2022	6:22 PM	23	RPA3286	E170	
11/30/2022	4:16 PM	23	RPA3308	E75L	
10/4/2022	7:31 PM	5	RPA3303	E75L	
11/2/2022	6:11 AM	5	SKW4647	E75L	
11/9/2022	6:10 AM	5	SKW4647	E75L	
10/20/2022	6:12 PM	23	SKW5337	E75L	
10/25/2022	6:19 AM	5	SKW5447	E75L	
10/5/2022	7:12 AM	5	SKW5447	E75L	

Cargo Carriers

FedEx				Deviations	10
Date:	Time	RWY	Flight ID	ACType	
11/3/2022	8:46 PM	23	FDX1254	B752	
11/17/2022	8:46 PM	23	FDX1254	B752	
12/6/2022	8:47 PM	23	FDX1254	B752	
12/29/2022	8:46 PM	23	FDX1254	B752	
12/14/2022	8:52 PM	34	FDX1254	B752	
10/3/2022	8:51 PM	5	FDX1254	B752	
10/4/2022	8:49 PM	5	FDX1254	B752	
12/15/2022	8:51 PM	5	FDX1254	B752	
12/16/2022	8:54 PM	5	FDX1254	B752	
12/20/2022	8:47 PM	5	FDX1254	B752	

UPS				Deviations	14
Date:	Time	RWY	Flight ID	ACType	
10/6/2022	9:35 PM	23	UPS1299	B752	
10/13/2022	8:26 PM	23	UPS1029	B752	



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UPS			Deviations	14
Date:	Time	RWY	Flight ID	ACType
10/31/2022	8:17 PM	23	UPS1029	B752
11/10/2022	9:32 PM	23	UPS1299	B752
11/29/2022	9:19 PM	23	UPS1299	B752
12/7/2022	7:45 AM	23	UPS2023	B752
12/13/2022	9:29 PM	23	UPS1299	B752
12/20/2022	9:35 PM	23	UPS1299	B752
12/14/2022	10:16 PM	34	UPS1023	B752
12/15/2022	7:21 AM	34	UPS2023	B752
10/5/2022	8:18 PM	5	UPS1029	B752
12/8/2022	9:31 PM	5	UPS1299	B752
12/9/2022	7:22 AM	5	UPS9741	B752
12/16/2022	8:06 AM	5	UPS2023	B752