Rhode Island
Airport Corporation

Permanent Noise Monitoring Act
Quarterly Operations Report

3rd Quarter 2022

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Rhode Island Airport Corporation

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TABLE OF CONTENTS

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 Third Quarter, 2022. The third quarter is defined as operations from July through September 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.

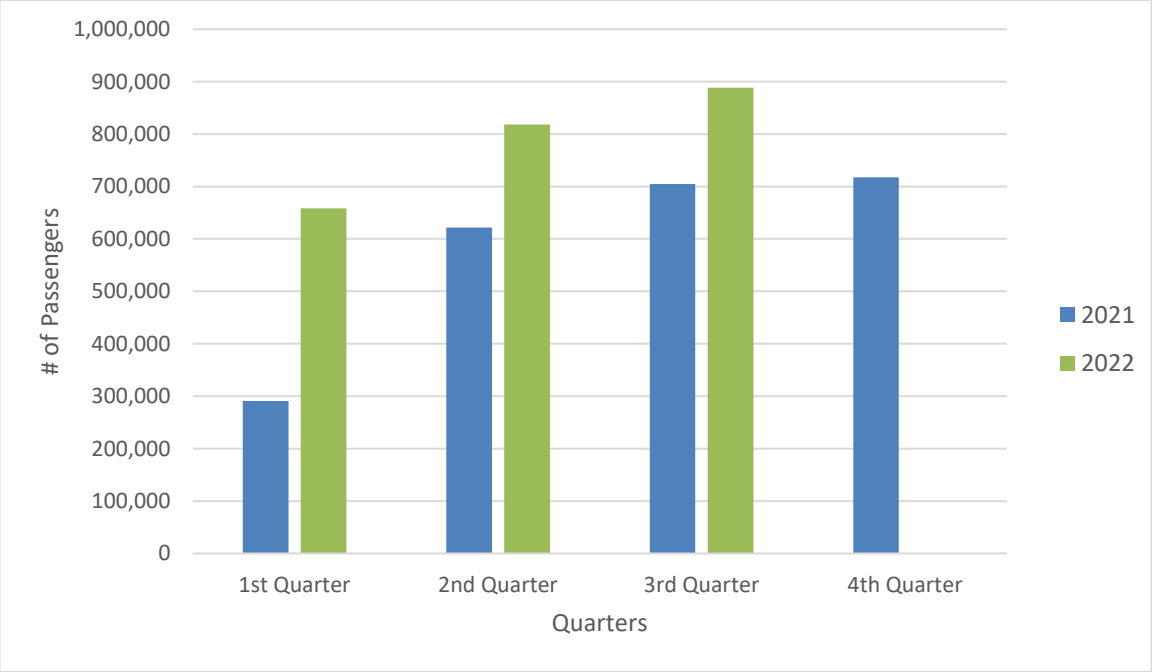
Passenger Activity

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 Third Quarter of 2022.

Rhode Island T. F. Green International Airport served approximately 888,520 passengers during the Third 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 17,226 flight tracks for aircraft operations during this period. There were 8,600 departures and 8,626 arrivals for an average of 187 operations per day. Table 1 depicts aircraft operations by runway and operation type.[1]

Table 1: Total AOMS Operations by Runway, 3rd Quarter 2022[2]

Runway	Arrivals		Departures		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
5	2,233	26%	2,283	27%	4,516	26%
16	90	1%	125	1%	215	1%
23	5,755	67%	5,807	68%	11,562	67%
34	548	6%	385	4%	933	5%
Total	**8,626**	**100%**	**8,600**	**100%**	**17,226**	**100%**

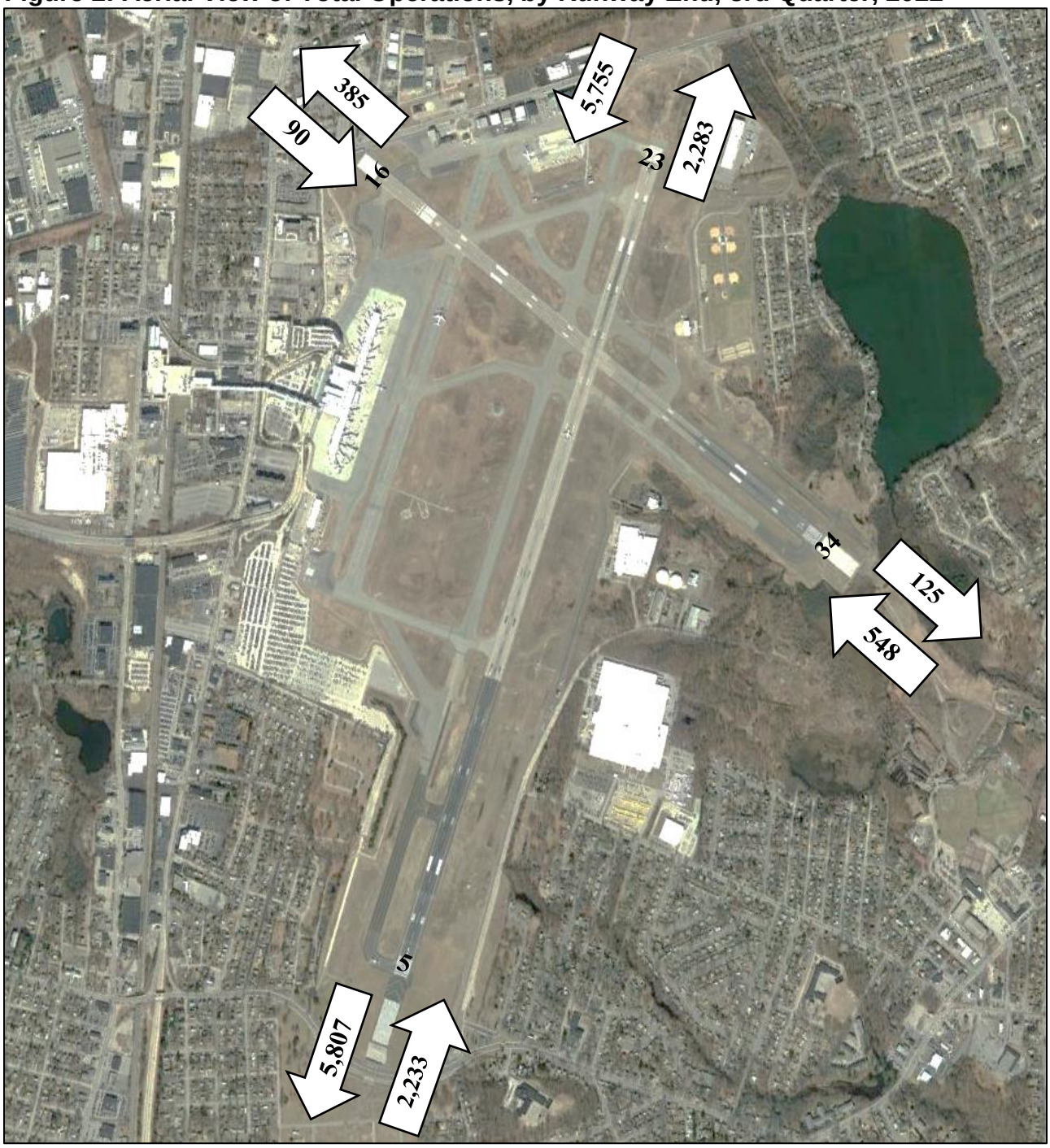
Source: RIAC 2022 Aircraft Operations Monitoring System

[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 3rd Quarter 2022.

[2] The aggregate number of aircraft operations reported by the FAA for the 3rd Quarter 2022 was 18,416.

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

Figure 2: Aerial View of Total Operations, by Runway End, 3rd Quarter, 2022



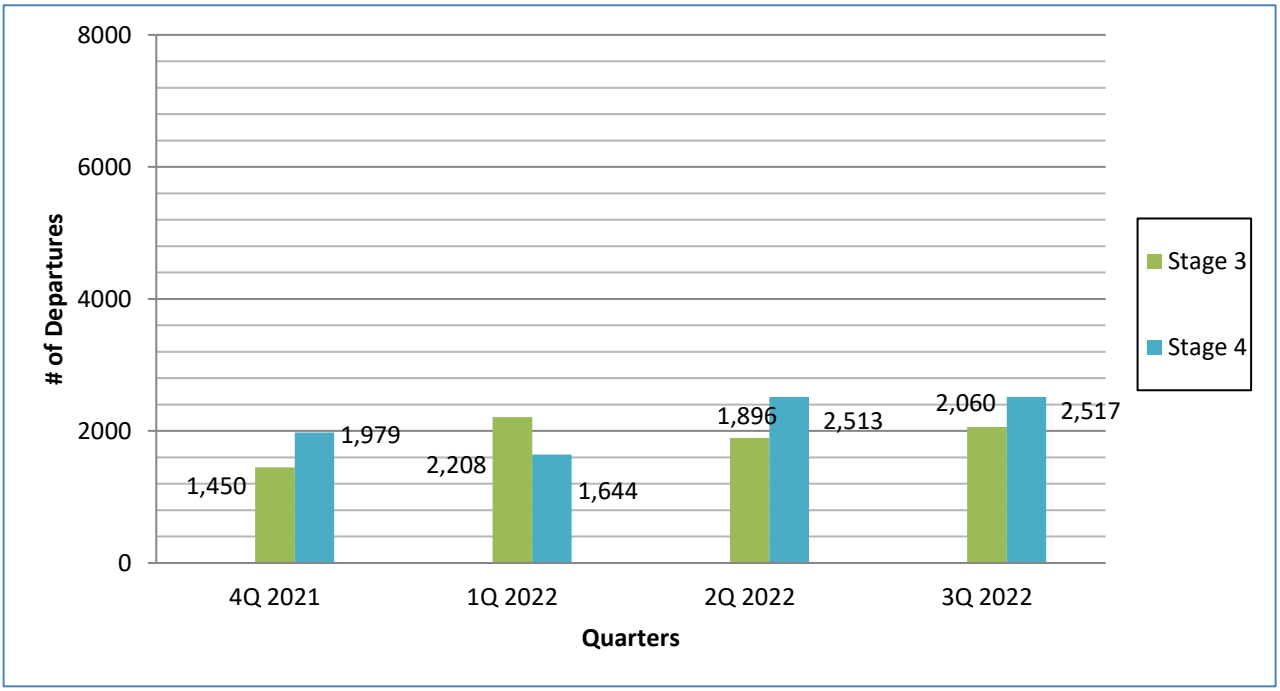
Source: RIAC, Airline Activity Reports and Aircraft Operations Monitoring System 2022

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

Part 36 Certification

During the Third Quarter of 2022 there were 4,947 total departures of commercial aircraft from Rhode Island T. F. Green International Airport, which is approximately 54 operations per day. Of the 4,947 departures, 4,577 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 42%. The overall percentage of Stage 4 aircraft operating at Rhode Island T. F. Green International Airport was at 51%.

Figure 3: Schedule Departures by Noise Classification



Source: RIAC, Airline Active Reports and Aircraft Operations Monitoring System 2021 - 2022

The scheduled airlines (air carrier and commuter) accounted for 4,433 (90%) of the 4,947 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, 3rd Quarter 2022

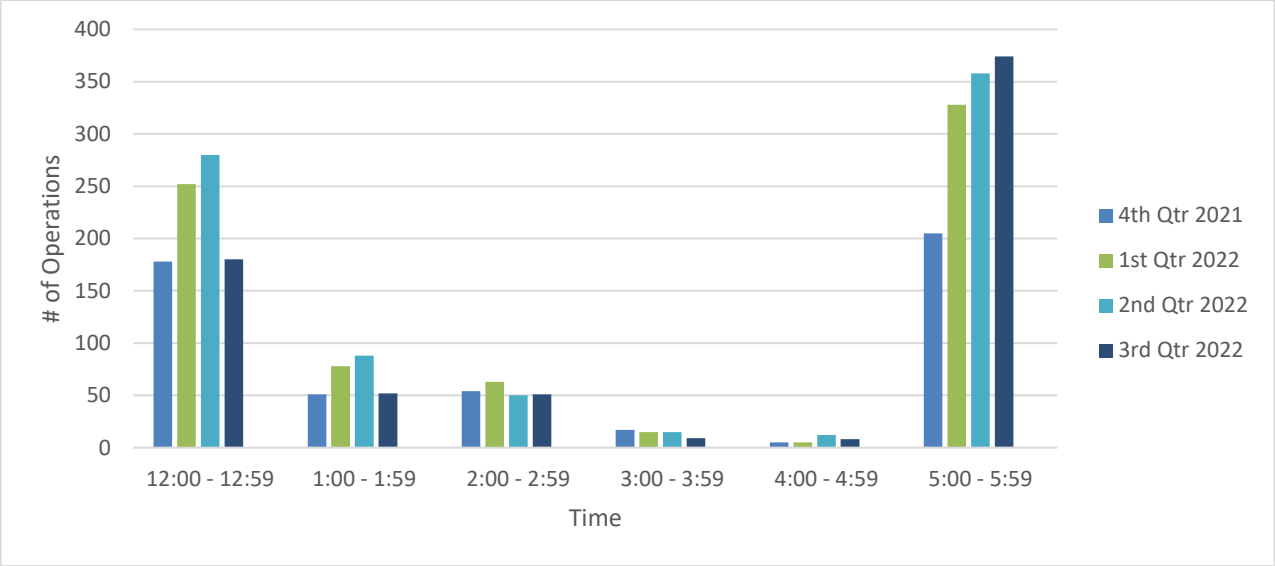
Airline	Pure Stage 3 Aircraft		Pure Stage 4 Aircraft		Total Operations	Avg. Daily Operations
	# of Departures	%	# of Departures	%		
Avelo Airlines	3	100%	0	N/A	3	0.03
Allegiant Airlines	41	62%	25	38%	66	.7
American Airlines	113	9%	1,206	91%	1,319	14
Best Jets	1	100%	0	N/A	1	.01
Breeze Airways	191	100%	0	N/A	191	2
Delta Airlines	279	34%	551	66%	830	9
Frontier Airlines	0	N/A	116	100%	116	1
Global X	3	100%	0	N/A	3	.03
JetBlue	98	81%	23	19%	121	1
Patriots	6	100%	0	N/A	6	.06
Southwest Airlines	1,119	95%	57	5%	1,176	13
Sun Country Airlines	35	100%	0	N/A	35	.4
Swift Air	2	100%	0	N/A	2	.02
United Airlines	0	N/A	564	100%	564	6
Total	**1,891**	**43%**	**2,542**	**57%**	**4,433**	**47.25**

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 527 operations out of an overall total of 674 operations. Late night commuter operations totaled 128 operations and general aviation operations totaled 19. Of the late night operations, 180 occurred between midnight and 1:00 a.m. and 374 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

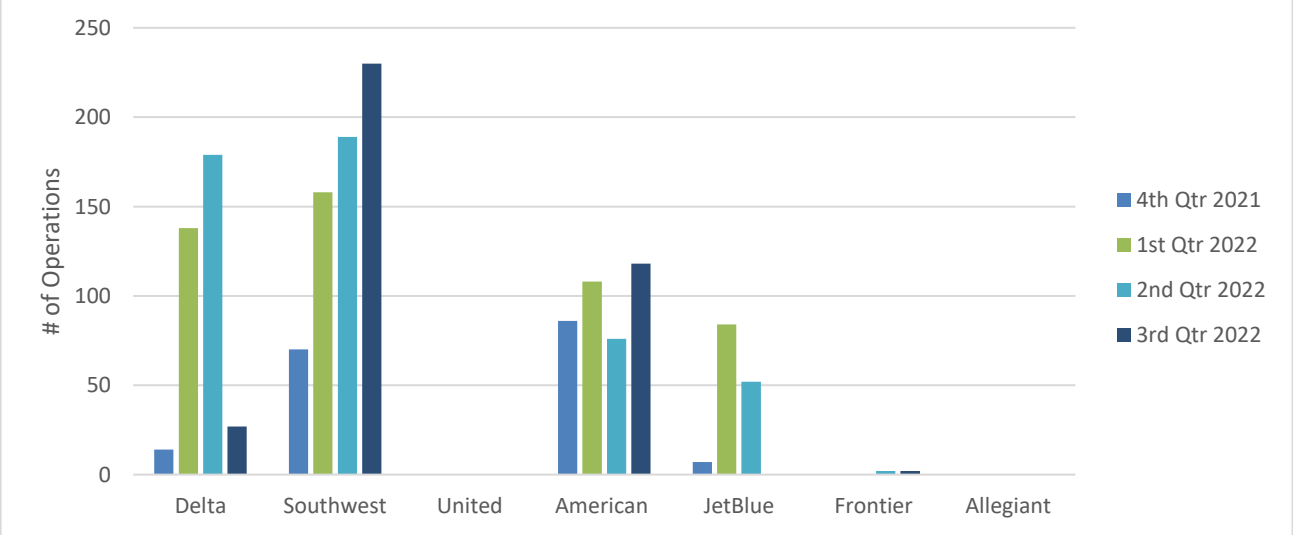


Source: RIAC Operations Logs & Operations Monitoring System 2021 -2022

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.

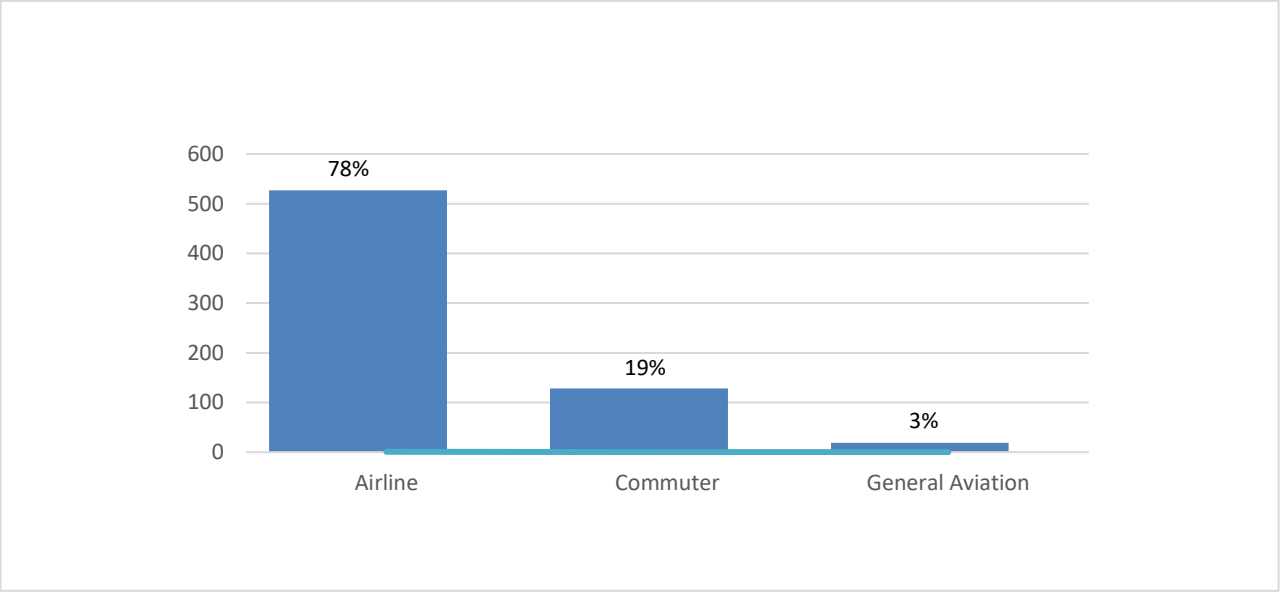
As shown in Figure 5, Southwest Airlines had the greatest number of late night operations. It should be noted that this accounts for a small percentage of the individual airlines total operations at Rhode Island T. F. Green International Airport. A portion of these operations were arrivals of delayed flights attributed to weather or air traffic delays at the originating airports. Airline operations account for 78% 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 2021-2022

Figure 6: Late Night Operations, by Aircraft Category, 3rd Quarter 2022



Source: RIAC Operations Logs 2022

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

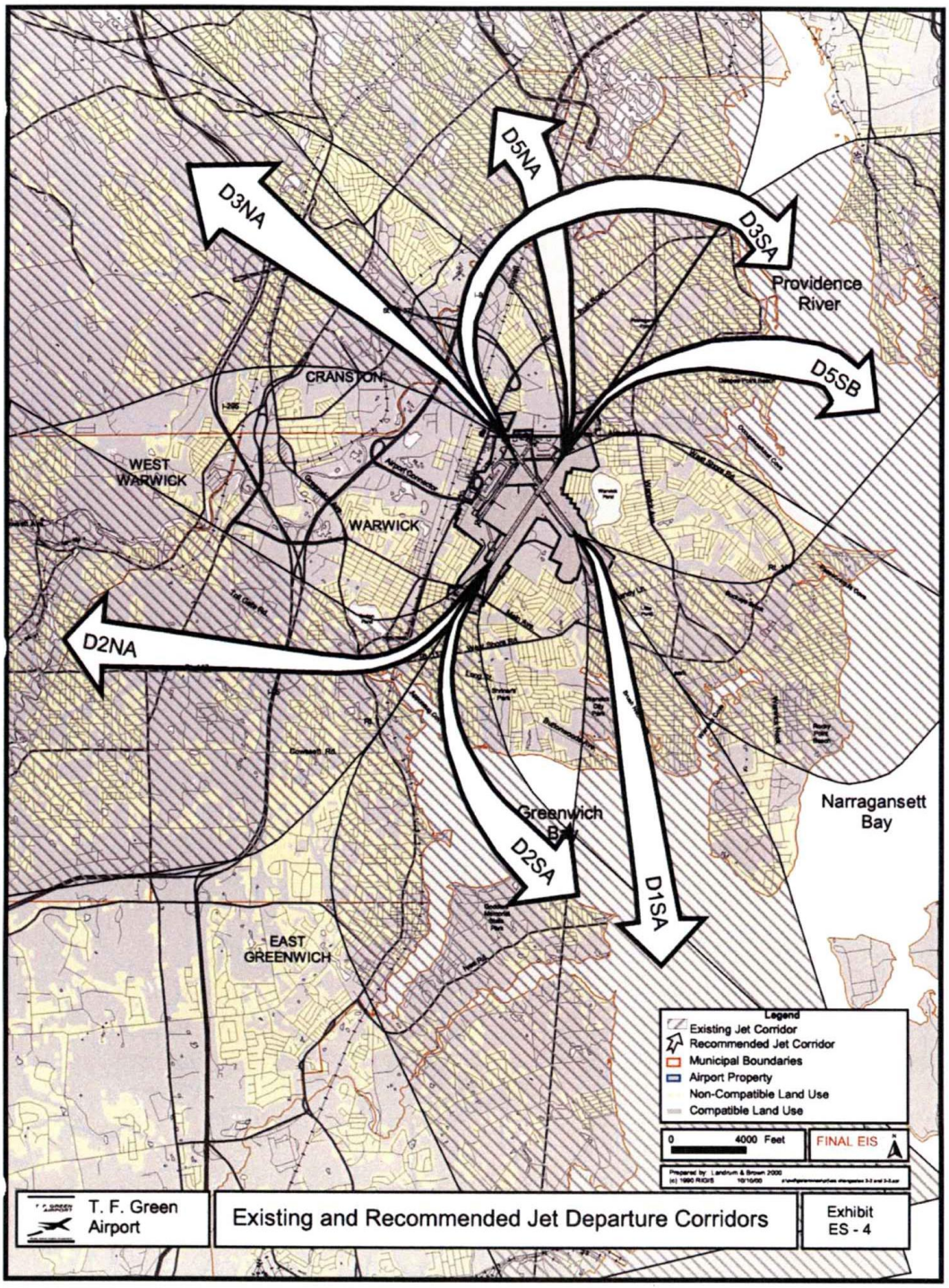
Part 150 Noise Abatement Corridor Compliance

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.

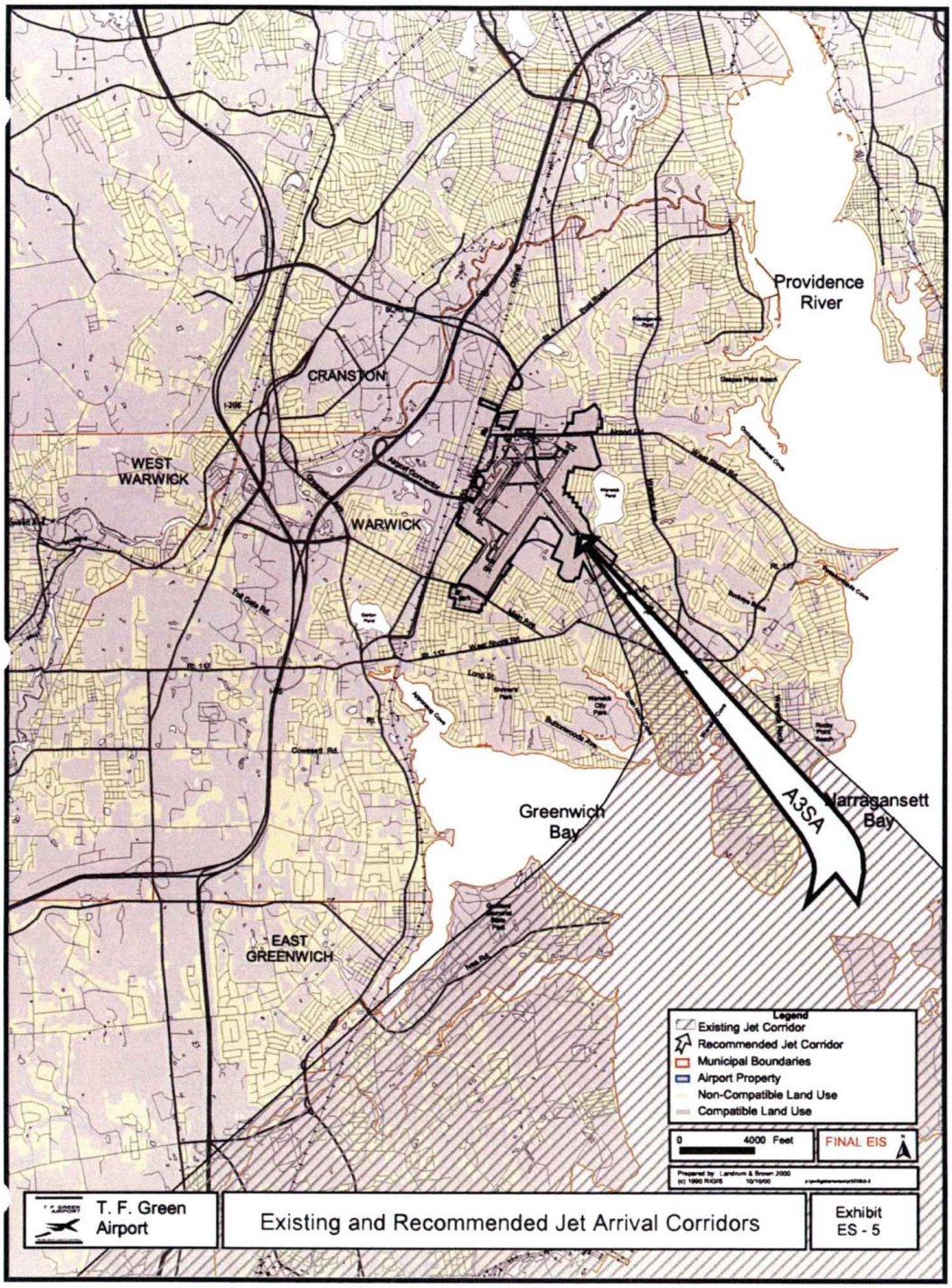
For all but one runway end, there are two flight tracks that jet aircraft may follow. The Air Traffic Control Tower issues a departure heading associated with one of the Part 150 corridors based on the aircraft's destination. It should be noted that pilots will proceed on their departure heading when 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 Passeonkquis 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 95%. Overall cargo carrier compliance in maintaining the aircraft's departure flight track within the corridors is also 95%.

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

Airline	Departures					Deviations[1]	Percentage of Compliance
	RW 5	RW 23	RW 16	RW 34	Total Flight Tracks		
Allegiant Airlines	14	54	0	0	68	3	**96%**
American Airlines	384	883	0	26	1,293	83	**94%**
Avelo Airlines	1	4	0	0	5	0	**100%**
Breeze Airways	37	144	0	6	187	19	**90%**
Delta Airlines	231	563	1	17	812	14	**98%**
Estonia Air	1	4	0	0	5	1	**80%**
Frontier Airlines	34	85	0	0	119	6	**95%**
JetBlue Airlines	50	132	0	2	184	33	**82%**
Other – General Aviation	267	611	1	39	918	61	**93%**
Patriots	2	3	0	0	5	1	**80%**
Southwest Airlines	331	800	2	29	1,162	58	**95%**
Sun Country Airlines	7	30	0	1	38	0	**100%**
Swift Air	0	2	0	0	2	0	**100%**
United Airlines	155	391	1	19	566	11	**98%**
Total Air Carriers	**1,514**	**3,706**	**5**	**139**	**5,364**	**290**	**95%**
Cargo Carriers							
FedEx	10	51	0	1	62	0	**100%**
UPS	14	84	0	2	100	0	**100%**
Total Cargo Carriers	**24**	**135**	**0**	**3**	**162**	**0**	**100%**
Total	**1,538**	**3,841**	**5**	**142**	**5,526**	**290**	**95%**

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, 3rd 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	10	0	100%	4	0	100%	100%
American Airlines	212	15	93%	172	3	98%	95%
Avelo Airlines	1	0	100%	0	0	N/A	100%
Breeze Airways	8	0	100%	29	0	100%	100%
Delta Airlines	223	10	96%	8	0	100%	96%
Estonia Air	1	1	0%	0	0	N/A	0%
Frontier Airlines	13	1	92%	21	0	100%	97%
JetBlue Airlines	12	1	92%	38	0	100%	98%
Other – General Aviation	191	19	90%	76	0	100%	93%
Patriots	2	0	100%	0	0	N/A	100%
Southwest Airlines	221	13	94%	110	2	98%	95%
Sun Country Airlines	7	0	100%	0	0	N/A	100%
United Airlines	153	7	95%	2	0	100%	95%
Total Air Carriers	**1,054**	**67**	**94%**	**460**	**5**	**99%**	**95%**
Cargo Carriers							
Federal Express	10	0	100%	0	0	N/A	100%
UPS	14	0	100%	0	0	N/A	100%
Total Cargo Carriers	**24**	**0**	**100%**	**0**	**0**	**N/A**	**100%**
Total	**1,078**	**67**	**94%**	**460**	**5**	**99%**	**95%**

Source: RIAC, Aircraft Operations Monitoring System, 2022

Table 5: Noise Abatement Departure Corridor Compliance for Runway 23, by Airline, 3rd 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	37	0	100%	17	3	82%	94%
American Airlines	446	0	100%	437	61	86%	93%
Avelo Airlines	4	0	100%	0	0	N/A	100%
Breeze Airways	54	0	100%	90	18	80%	88%
Delta Airlines	540	0	100%	23	2	91%	100%
Estonia Air	4	0	100%	0	0	N/A	100%
Frontier Airlines	48	0	100%	37	5	86%	94%
JetBlue Airlines	26	0	100%	106	32	70%	76%
Other – General Aviation	428	0	100%	183	35	81%	94%
Patriots	2	0	100%	1	0	100%	100%
Southwest Airlines	551	1	100%	249	40	84%	95%
Sun Country	28	0	100%	2	0	100%	100%
Swift Air	1	0	100%	1	0	100%	100%
United Airlines	378	0	100%	13	1	92%	100%
Total Air Carriers	**2,547**	**1**	100%	**1,159**	**197**	**83%**	**95%**
Cargo Carriers							
Federal Express	51	0	100%	0	0	N/A	100%
UPS	82	0	100%	2	0	100%	100%
Total Cargo Carriers	**133**	**0**	100%	**2**	**0**	**100%**	**100%**
Total	**2,680**	**1**	100%	**1,161**	**197**	**83%**	**95%**

Source: RIAC, Aircraft Operations Monitoring System, 2022

Table 6: Noise Abatement Departure Corridor Compliance for Runway 34, by Airline, 3rd 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	11	1	91%	15	3	80%	85%
Breeze Airways	2	1	50%	4	0	100%	83%
Delta Airlines	17	2	88%	0	0	N/A	88%
JetBlue	2	0	100%	0	0	N/A	100%
Other – General Aviation	26	4	85%	13	3	77%	82%
Southwest Airlines	20	1	95%	9	1	89%	93%
Sun Country Airlines	1	0	100%	0	0	N/A	100%
United Airlines	18	3	83%	1	0	N/A	84%
Total Air Carriers	**97**	**12**	**88%**	**42**	**7**	**83%**	**86%**
Cargo Carriers							
FedEx	1	0	100%	0	0	N/A	100%
UPS	2	0	100%	0	0	N/A	1005
Total Cargo Carriers	**3**	**0**	**100%**	**0**	**0**	**N/A**	**100%**
Total	**100**	**12**	**88%**	**42**	**7**	**83%**	**87%**

Source: RIAC, Aircraft Operations Monitoring System, 2022

.

Table 7: Noise Abatement Departure Corridor Compliance for Runway 16, by Airline, 3rd Quarter 2022

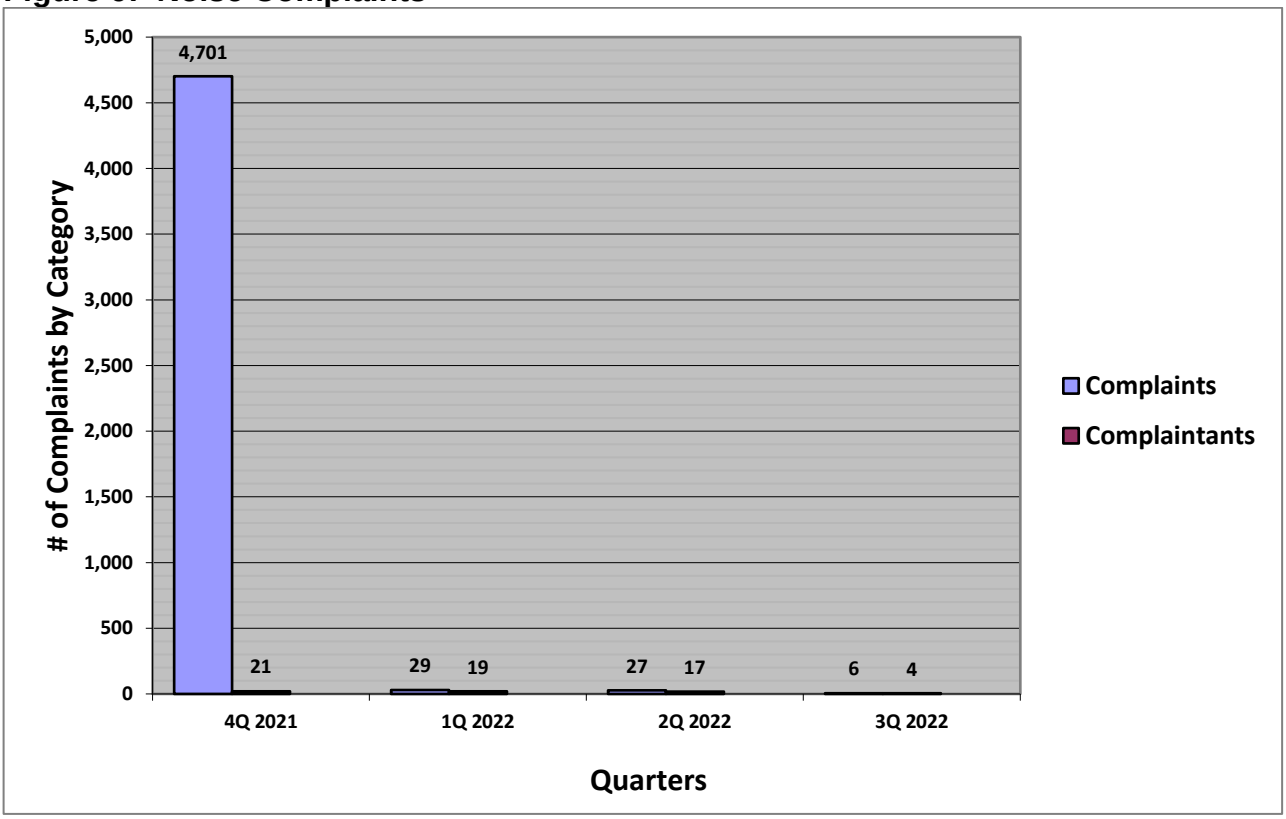
Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Delta Airlines	0	0	N/A	1	0	100%	100%
Other (General Aviation)	0	0	N/A	1	0	100%	100%
Southwest Airlines	0	0	N/A	2	0	100%	100%
United Airlines	0	0	N/A	1	0	100%	100%
Total Air Carriers	**0**	**0**	N/A	**5**	**0**	100%	100%
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	**0**	**0**	N/A	**5**	**0**	100%	100%

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 2021 -2022

As seen in Figure 9, during the Third Quarter 2022, RIAC received 6 complaints from 4 citizens.

APPENDIX A:

Air Carriers

Allegiant			Deviations	3
Date:	Time	RWY	Flight ID	ACType
7/23/2022	11:26 PM	23	AAY1762	A320
8/11/2022	12:00 PM	23	AAY1599	A320
9/4/2022	12:48 PM	23	AAY916	A320

American Airlines			Deviations	83
Date:	Time	RWY	Flight ID	ACType
8/17/2022	5:50 PM	5	ENY3782	E170
9/21/2022	5:53 AM	5	ENY3800	E170
7/6/2022	1:34 PM	5	JIA5091	CRJ7
7/12/2022	1:15 PM	23	JIA5091	CRJ7
8/9/2022	1:05 PM	23	JIA5091	CRJ7
8/18/2022	1:17 PM	34	JIA5091	CRJ7
9/1/2022	1:12 PM	34	JIA5091	CRJ7
9/4/2022	1:01 PM	23	JIA5091	CRJ7
7/11/2022	5:34 PM	23	JIA5125	CRJ7
7/14/2022	5:20 PM	23	JIA5125	CRJ7
7/19/2022	5:19 PM	23	JIA5125	CRJ9
7/31/2022	5:20 PM	23	JIA5125	CRJ7
8/4/2022	6:03 PM	23	JIA5125	CRJ7
8/8/2022	5:18 PM	23	JIA5125	CRJ7
9/21/2022	5:30 PM	23	JIA5125	CRJ7
9/26/2022	5:22 PM	23	JIA5125	CRJ7
9/28/2022	5:31 PM	23	JIA5125	CRJ7
7/3/2022	8:19 AM	23	JIA5150	CRJ7
7/5/2022	6:27 AM	23	JIA5150	CRJ7
7/27/2022	6:21 AM	23	JIA5150	CRJ7
7/31/2022	6:24 AM	23	JIA5150	CRJ7
8/14/2022	6:29 AM	23	JIA5150	CRJ7
9/13/2022	1:11 PM	23	JIA5173	CRJ9

American Airlines			Deviations	83
Date:	Time	RWY	Flight ID	ACType
7/4/2022	2:12 PM	23	JIA5223	CRJ7
7/6/2022	2:21 PM	34	JIA5223	CRJ7
7/21/2022	2:30 PM	23	JIA5223	CRJ7
8/1/2022	2:04 PM	23	JIA5223	CRJ7
8/11/2022	2:59 PM	23	JIA5223	CRJ7
7/10/2022	4:18 PM	23	JIA5349	CRJ7
7/27/2022	4:19 PM	23	JIA5349	CRJ7
7/30/2022	4:17 PM	34	JIA5349	CRJ7
8/1/2022	4:20 PM	23	JIA5349	CRJ7
7/11/2022	12:25 PM	23	JIA5363	CRJ7
7/18/2022	2:49 PM	23	JIA5363	CRJ9
7/19/2022	12:33 PM	23	JIA5363	CRJ9
8/14/2022	12:33 PM	23	JIA5363	CRJ7
8/15/2022	12:57 PM	23	JIA5363	CRJ7
7/14/2022	9:22 AM	5	JIA5503	CRJ7
7/18/2022	9:18 AM	23	JIA5503	CRJ7
7/23/2022	9:16 AM	23	JIA5503	CRJ7
7/26/2022	10:06 AM	23	JIA5503	CRJ7
7/27/2022	9:16 AM	23	JIA5503	CRJ7
7/28/2022	10:31 AM	23	JIA5503	CRJ7
8/3/2022	11:39 AM	5	JIA5503	CRJ7
8/4/2022	9:16 AM	23	JIA5503	CRJ7
8/15/2022	9:26 AM	23	JIA5503	CRJ7
8/18/2022	9:14 AM	23	JIA5503	CRJ7
7/13/2022	6:24 AM	23	JIA5589	CRJ9
7/18/2022	6:29 AM	23	JIA5589	CRJ9
7/25/2022	6:32 AM	23	JIA5589	CRJ9
7/26/2022	6:29 AM	23	JIA5589	CRJ9
8/4/2022	6:46 AM	23	JIA5589	CRJ9
7/26/2022	12:01 AM	23	JIA5657	CRJ7
7/10/2022	12:12 PM	5	JIA5091	CRJ7
9/11/2022	6:56 AM	23	RPA4300	E75L
7/2/2022	6:48 AM	23	RPA4734	E75S
7/9/2022	6:47 AM	5	RPA4734	E75S

American Airlines			Deviations	83
Date:	Time	RWY	Flight ID	ACType
7/30/2022	7:01 AM	23	RPA4734	E75S
9/15/2022	9:30 PM	5	RPA4810	E75S
9/16/2022	9:24 PM	5	RPA4810	E75L
9/30/2022	9:22 PM	5	RPA4810	E75S
7/9/2022	7:21 AM	5	AAL670	A319
7/14/2022	6:11 AM	5	AAL670	A319
7/18/2022	8:03 PM	23	AAL1877	B738
8/8/2022	7:50 PM	23	AAL1877	B738
8/15/2022	4:20 PM	23	AAL2755	A319
8/17/2022	5:50 AM	5	AAL1703	A321
8/17/2022	6:02 AM	5	AAL670	A319
8/21/2022	4:26 PM	23	AAL2755	A319
8/23/2022	4:55 PM	5	AAL1264	A321
8/24/2022	6:15 AM	23	AAL2865	A319
8/25/2022	4:21 PM	23	AAL2755	A319
8/26/2022	4:20 PM	23	AAL2755	A319
8/26/2022	5:19 PM	23	AAL1449	B738
8/26/2022	6:08 PM	23	AAL1423	A321
8/28/2022	6:48 AM	5	AAL2906	A319
8/30/2022	5:39 PM	23	AAL1449	B738
9/1/2022	4:19 PM	23	AAL2755	A319
9/4/2022	5:49 PM	23	AAL1449	B738
9/5/2022	2:50 PM	5	AAL1264	A321
9/20/2022	6:32 AM	23	AAL317	A319
9/25/2022	5:39 PM	23	AAL1449	B738
9/29/2022	6:28 AM	5	AAL317	A319

Breeze Airways			Deviations	19
Date:	Time	RWY	Flight ID	ACType
7/17/2022	12:48 PM	23	MXY436	E190
7/22/2022	9:45 AM	23	MXY327	E190
8/1/2022	8:25 PM	23	MXY221	E195

Breeze Airways			Deviations	19
Date:	Time	RWY	Flight ID	ACType
8/4/2022	6:37 PM	23	MXY417	E190
8/6/2022	7:27 PM	23	MXY221	E195
8/14/2022	11:04 AM	23	MXY221	E195
8/18/2022	10:43 AM	23	MXY221	E195
8/19/2022	9:34 AM	23	MXY327	E190
8/19/2022	4:07 PM	23	MXY417	E190
8/21/2022	11:02 AM	23	MXY221	E195
8/21/2022	1:08 PM	23	MXY436	E190
8/25/2022	4:19 PM	23	MXY417	E190
8/29/2022	8:20 PM	23	MXY221	E195
9/1/2022	4:23 PM	23	MXY417	E190
9/2/2022	8:32 PM	23	MXY221	E195
9/4/2022	4:15 PM	23	MXY417	E190
9/11/2022	3:58 PM	23	MXY221	E195
9/23/2022	11:13 AM	34	MXY221	E195
9/25/2022	4:37 PM	23	MXY417	E190

Delta Airlines			Deviations	14
Date:	Time	RWY	Flight ID	ACType
7/17/2022	2:14 PM	23	DAL2329	A320
9/16/2022	7:05 PM	5	DAL1608	A320
9/20/2022	1:49 PM	5	DAL2329	A320
9/1/2022	5:26 PM	23	EDV4935	CRJ9
9/20/2022	7:49 PM	5	EDV4957	CRJ7
7/14/2022	5:55 AM	5	EDV5110	CRJ9
8/17/2022	5:46 AM	5	EDV5218	CRJ9
8/22/2022	5:50 AM	5	EDV5218	CRJ9
9/15/2022	4:33 PM	5	EDV5390	CRJ9
9/29/2022	4:28 PM	5	EDV5390	CRJ9
8/12/2022	3:50 PM	5	EDV5391	CRJ9
9/8/2022	5:01 PM	5	EDV5391	CRJ9
9/24/2022	1:08 PM	34	SKW3687	CRJ9
9/23/2022	7:05 PM	34	SKW4490	CRJ9

Estonian Air			Deviations	1
Date:	Time	RWY	Flight ID	ACType
7/9/2022	5:30 AM	5	OV3546	B38M

Frontier Airlines			Deviations	6
Date:	Time	RWY	Flight ID	ACType
7/3/2022	3:44 PM	23	FFT1655	A20N
8/9/2022	3:21 PM	23	FFT1655	A20N
8/15/2022	10:24 AM	23	FFT1183	A321
8/18/2022	3:09 PM	23	FFT1655	A20N
9/12/2022	12:16 PM	5	FFT1547	A20N
9/14/2022	10:02 AM	23	FFT1183	A321

JetBlue Airways			Deviations	33
Date:	Time	RWY	Flight ID	ACType
7/12/2022	3:48 PM	23	JBU1075	A320
7/13/2022	6:57 PM	23	JBU1197	A321
7/17/2022	4:02 PM	23	JBU1075	A320
7/19/2022	6:59 PM	23	JBU1197	A321
7/22/2022	3:47 PM	23	JBU1075	A320
7/23/2022	3:46 PM	23	JBU1075	A320
7/24/2022	6:55 PM	23	JBU1197	A321
7/25/2022	6:21 PM	23	JBU1075	A320
7/27/2022	10:40 PM	23	JBU1197	A321
7/29/2022	3:46 PM	23	JBU1075	A320
7/30/2022	7:21 PM	23	JBU1197	A320
8/1/2022	3:53 PM	23	JBU1075	A320
8/1/2022	8:45 PM	23	JBU1197	A321
8/2/2022	3:37 PM	23	JBU1075	A320
8/4/2022	7:02 PM	23	JBU1197	A321
8/15/2022	10:31 PM	23	JBU1197	A321

JetBlue Airways			Deviations	33
Date:	Time	RWY	Flight ID	ACType
8/20/2022	12:48 PM	23	JBU1075	A320
8/20/2022	6:52 PM	23	JBU1197	A321
8/21/2022	7:50 PM	23	JBU1197	A321
8/24/2022	3:55 PM	23	JBU1075	A320
8/26/2022	6:50 PM	23	JBU896	A321
8/26/2022	7:09 PM	23	JBU1197	A321
8/28/2022	7:08 PM	23	JBU1197	A321
8/31/2022	6:55 PM	23	JBU1197	A321
9/4/2022	6:59 PM	23	JBU1197	A321
9/6/2022	7:32 PM	5	JBU1197	A321
9/9/2022	10:13 PM	23	JBU1075	A320
9/10/2022	4:10 PM	23	JBU8631	A320
9/18/2022	8:03 PM	23	JBU1197	A321
9/21/2022	3:54 PM	23	JBU1075	A320

Other (General Aviation)			Deviations	61
Date:	Time	RWY	Flight ID	ACType
8/17/2022	9:38 AM	5	ASP567	C25B
8/2/2022	2:58 PM	23	DPJ10	BE40
8/16/2022	5:56 AM	5	DPJ286	C25B
7/25/2022	6:21 AM	23	EDG48	GLF4
7/17/2022	10:05 AM	23	EJA418	E55P
7/23/2022	2:24 PM	23	EJA322	E55P
7/24/2022	11:58 AM	23	EJA551	C68A
7/24/2022	2:47 PM	23	EJA593	C68A
8/4/2022	3:35 PM	23	EJA668	C68A
8/15/2022	5:49 PM	23	EJA765	CL35
8/29/2022	9:10 AM	23	EJA545	C68A
9/1/2022	4:24 PM	23	EJA747	CL35
9/8/2022	4:33 PM	5	EJA822	C700
9/9/2022	1:53 PM	5	EJA758	CL35
9/16/2022	7:51 PM	5	EJA397	C680

Other (General Aviation)			Deviations	61
Date:	Time	RWY	Flight ID	ACType
9/23/2022	3:58 PM	34	EJA593	C68A
9/30/2022	1:13 PM	5	EJA589	C56X
9/30/2022	6:14 PM	5	EJA313	C680
7/1/2022	10:39 PM	23	EJM410	BE40
7/13/2022	7:21 AM	23	GXA102	A320
7/18/2022	1:46 PM	23	GXA625	A320
9/23/2022	8:06 AM	5	HRT086	LJ45
8/7/2022	2:41 PM	23	JIT679	HDJT
8/27/2022	1:56 PM	5	JKR36	F2TH
8/31/2022	12:19 PM	23	JRE846	C56X
9/16/2022	11:18 AM	34	JRE795	C25B
7/2/2022	4:23 PM	23	KFB60	GLF4
8/10/2022	3:59 PM	5	LAK296	C56X
8/8/2022	8:23 PM	23	MMN940	FA50
9/16/2022	3:29 PM	23	N10QJ	C525
7/16/2022	10:43 AM	23	N139DZ	L39
7/26/2022	7:46 PM	23	N1924D	G150
7/25/2022	1:15 PM	23	N215BB	H25B
8/3/2022	3:06 PM	23	N214TF	F2TH
8/27/2022	6:09 PM	5	N23VJ	SF50
9/29/2022	7:36 PM	5	N286RW	G280
9/29/2022	6:48 PM	5	N30NS	C525
8/3/2022	1:00 PM	5	N33CH	CL30
9/7/2022	4:40 PM	5	N427TF	C25B
7/6/2022	1:30 PM	34	N491N	F2TH
7/8/2022	1:54 PM	23	N501FF	BE40
9/1/2022	1:15 PM	34	N520RP	CL30
7/14/2022	8:36 PM	23	N550JF	GLF3
8/6/2022	9:14 AM	23	N551CB	GLF4
7/29/2022	7:16 PM	23	N580CB	F900
9/9/2022	12:48 PM	5	N602JC	BE40
8/23/2022	6:38 PM	5	N650BS	CL60
9/1/2022	6:40 PM	34	N726MJ	LJ45
7/6/2022	7:48 AM	23	N760M	C550

Other (General Aviation)			Deviations	61
Date:	Time	RWY	Flight ID	ACType
8/8/2022	3:39 PM	23	N803LU	SF50
9/24/2022	1:59 PM	34	N837PF	C25M
7/6/2022	12:51 PM	34	RLJ523	H25B
7/29/2022	10:22 AM	23	RVJ824	C56X
7/13/2022	8:59 AM	23	TMB420	HDJT
9/5/2022	11:58 AM	23	TWY77	CL60
7/12/2022	12:00 PM	23	WMN603	CL35
7/24/2022	11:13 AM	23	WMN603	CL35
8/4/2022	4:25 PM	23	WMN603	CL35
8/3/2022	6:46 AM	5	WWI111	GLF4
9/9/2022	2:25 PM	5	XATVG	E550
7/25/2022	11:49 AM	23	XAVDA	H25A

Patriots			Deviations	1
Date:	Time	RWY	Flight ID	ACType
9/10/2022	10:01 AM	23	EAL3604	B763

Southwest Airlines			Deviations	58
Date:	Time	RWY	Flight ID	ACType
7/2/2022	2:37 PM	23	SWA3771	B737
7/3/2022	4:24 PM	23	SWA337	B737
7/4/2022	5:20 AM	5	SWA693	B738
7/6/2022	10:38 AM	34	SWA2727	B737
7/6/2022	7:19 PM	34	SWA1396	B737
7/6/2022	7:21 PM	5	SWA2687	B737
7/7/2022	5:19 AM	5	SWA693	B738
7/8/2022	7:26 PM	23	SWA2687	B737
7/9/2022	5:09 AM	5	SWA2356	B737
7/10/2022	5:20 AM	5	SWA693	B738
7/10/2022	9:43 AM	5	SWA427	B737

Southwest Airlines			Deviations	58
Date:	Time	RWY	Flight ID	ACType
7/13/2022	5:16 AM	23	SWA693	B738
7/14/2022	5:23 AM	5	SWA693	B38M
7/15/2022	5:18 AM	23	SWA693	B738
7/16/2022	12:54 PM	23	SWA658	B737
7/18/2022	11:05 AM	23	SWA1709	B737
7/19/2022	9:28 AM	23	SWA427	B737
7/21/2022	9:31 AM	23	SWA427	B737
7/26/2022	10:46 AM	23	SWA2727	B737
7/27/2022	4:31 PM	23	SWA337	B737
7/30/2022	6:01 AM	23	SWA4085	B738
7/30/2022	8:19 PM	23	SWA3438	B737
7/31/2022	2:04 PM	23	SWA2316	B737
7/31/2022	7:06 PM	23	SWA1396	B737
8/6/2022	8:05 PM	23	SWA3305	B737
8/8/2022	11:23 AM	23	SWA1709	B737
8/8/2022	8:03 PM	23	SWA2687	B737
8/9/2022	5:21 AM	16	SWA693	B738
8/9/2022	7:24 PM	23	SWA2687	B737
8/11/2022	12:03 AM	23	SWA2687	B737
8/11/2022	4:36 PM	23	SWA337	B737
8/14/2022	5:25 AM	5	SWA693	B738
8/14/2022	7:23 PM	23	SWA2687	B737
8/15/2022	10:52 AM	23	SWA1709	B737
8/15/2022	7:28 PM	23	SWA2687	B737
8/17/2022	5:18 AM	5	SWA693	B738
8/17/2022	12:21 PM	5	SWA2656	B38M
8/17/2022	5:03 PM	5	SWA558	B737
8/20/2022	11:23 AM	23	SWA1583	B737
8/20/2022	12:40 PM	23	SWA658	B737
8/20/2022	2:39 PM	23	SWA3771	B737
8/22/2022	5:30 AM	5	SWA693	B738
8/22/2022	9:50 PM	23	SWA2687	B737
8/23/2022	10:44 PM	23	SWA2687	B737
8/25/2022	7:22 PM	23	SWA2687	B737

Southwest Airlines			Deviations	58
Date:	Time	RWY	Flight ID	ACType
8/31/2022	5:54 AM	23	SWA693	B738
8/31/2022	8:12 PM	23	SWA2687	B737
9/1/2022	7:28 PM	23	SWA2687	B737
9/3/2022	5:31 AM	23	SWA4085	B738
9/4/2022	9:25 AM	23	SWA427	B737
9/5/2022	5:16 AM	23	SWA693	B738
9/8/2022	1:10 PM	5	SWA1881	B737
9/11/2022	1:04 PM	23	SWA2154	B38M
9/12/2022	8:11 AM	5	SWA1811	B737
9/19/2022	8:37 AM	5	SWA1811	B737
9/24/2022	7:22 AM	23	SWA2194	B737
9/24/2022	3:34 PM	23	SWA2796	B38M
9/26/2022	10:53 AM	23	SWA600	B738

United Airlines			Deviations	11
Date:	Time	RWY	Flight ID	ACType
7/10/2022	2:50 PM	5	AWI3980	CRJ2
9/18/2022	7:25 PM	23	UCA4269	E145
9/19/2022	2:47 PM	5	UCA4359	E145
9/12/2022	2:46 PM	5	UCA4359	E145
7/9/2022	8:39 AM	5	GJS4493	CRJ7
7/14/2022	6:00 AM	5	RPA3599	E75L
9/12/2022	7:49 PM	5	RPA3636	E75L
9/23/2022	7:52 PM	34	RPA3636	E75L
8/18/2022	1:57 PM	34	RPA3694	E75L
9/2/2022	1:15 PM	5	RPA3694	E75L
9/30/2022	6:15 AM	34	SKW5447	E75L