



**Rhode Island**  
Airport Corporation



# **Permanent Noise Monitoring Act Quarterly Operations Report**

*1st Quarter 2026*

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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 First Quarter, 2026. The First Quarter is defined as operations from January through March of 2026.

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/southeast1 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 earliest 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.



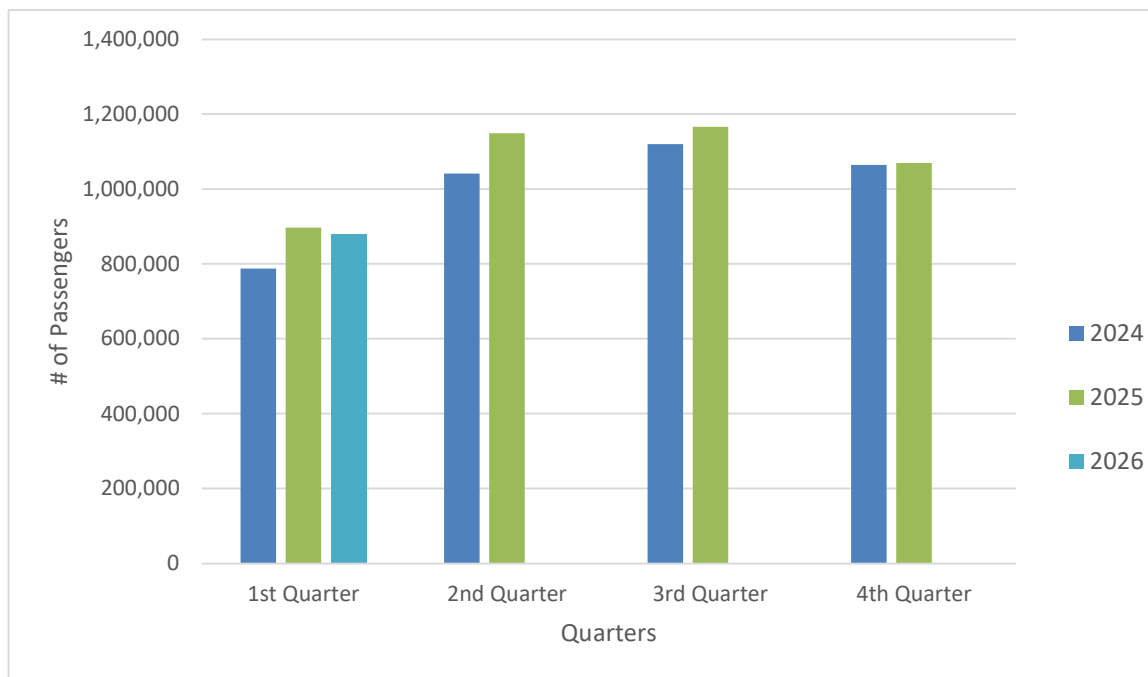
### **Passenger Activity**

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 First Quarter of 2026.

Rhode Island T. F. Green International Airport served approximately 879,636 passengers during the First Quarter of 2026. Figure 1 shows the number of passengers that have used the airport via scheduled air carriers, commuter and charter flights since 2023.

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 2023 - 2026 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 **Error! Reference source not found.** flight tracks for aircraft operations during this period. There were **Error! Reference source not found.** departures and 5,894 arrivals for an average of 145 operations per day. Table 1 depicts aircraft operations by runway and operation type.<sup>1</sup>

**Table 1: Total AOMS Operations by Runway, 1st Quarter 2026**

Runway	Arrivals		Departures		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
5	1828	31%	2240	31%	4068	31%
16	6	0%	43	1%	49	1%
23	3589	61%	4397	61%	7986	61%
34	471	8%	496	7%	967	7%
<b>Total</b>	<b>5894</b>	<b>100%</b>	<b>7176</b>	<b>99%</b>	<b>13070</b>	<b>100%</b>

Source: RIAC 2025 Aircraft Operations Monitoring System

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

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<sup>1</sup> 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](http://www.flyri.com), listed under Quarterly Aircraft Operations Report, Runway Operations Data 1st Quarter 2026.



**Figure 2: Aerial View of Total Operations, by Runway End, 1st Quarter, 2026**



Source: RIAC, Airline Activity Reports and Aircraft Operations Monitoring System 2026

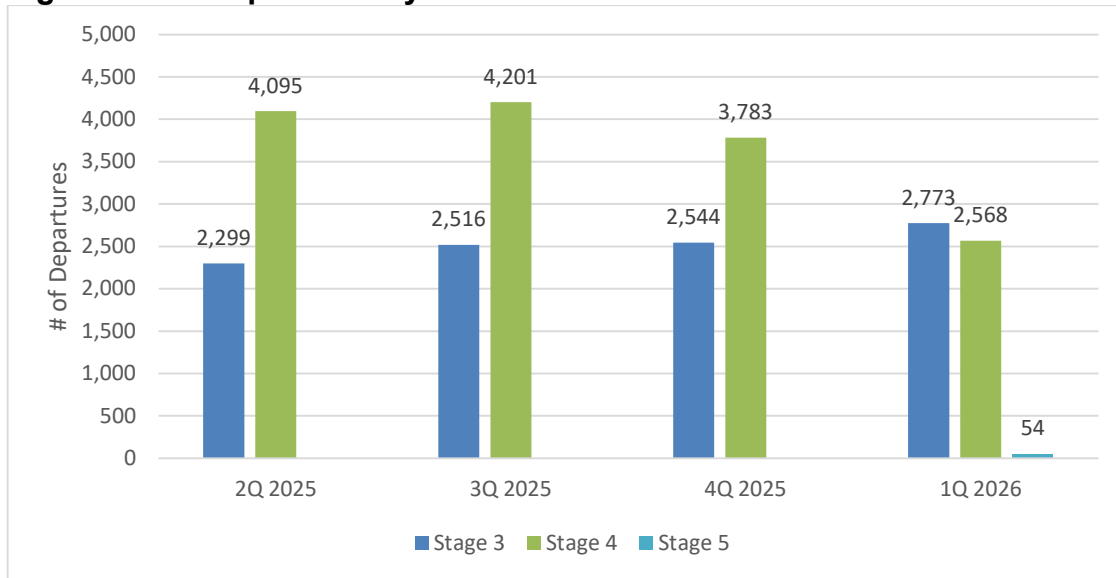


The balance of this report will focus on the scheduled commercial aircraft and cargo operations.

**Part 36 Certification**

During the First Quarter of 2026 there were 5,395 total departures of jet aircraft from Rhode Island T. F. Green International Airport, which is approximately 70 operations per day. The overall percentage of Stage 3 aircraft departing Rhode Island T. F. Green International Airport was at 51%, and the percentage of Stage 4 aircraft was 48%. Stage 5 aircraft accounted for about 1% of total jet operations during the same period.

**Figure 3: Jet Departures by Noise Classification**



Source: RIAC, Airline Active Reports and Aircraft Operations Monitoring System 2023 - 2026

Table 2 represents scheduled passenger service by noise certification of the engines used.

**Table 2: Scheduled Airline Departures by Part 36 Certification, 1st Quarter 2026**

Airline	Pure Stage Three Aircraft		Pure Stage Four Aircraft		Total Operations	Avg. Daily Operations
	# of Departures	%	# of Departures	%		
Allegiant Airlines	35	100%	0	0%	70	.78
American Airlines*	322	66%	159	33%	979	10.88
Breeze Airways	0	0%	807	100%	1623	18.03
Delta Airlines	134	58%	96	42%	461	5.12
Endeavor Air	6	100%	0	0	11	.12



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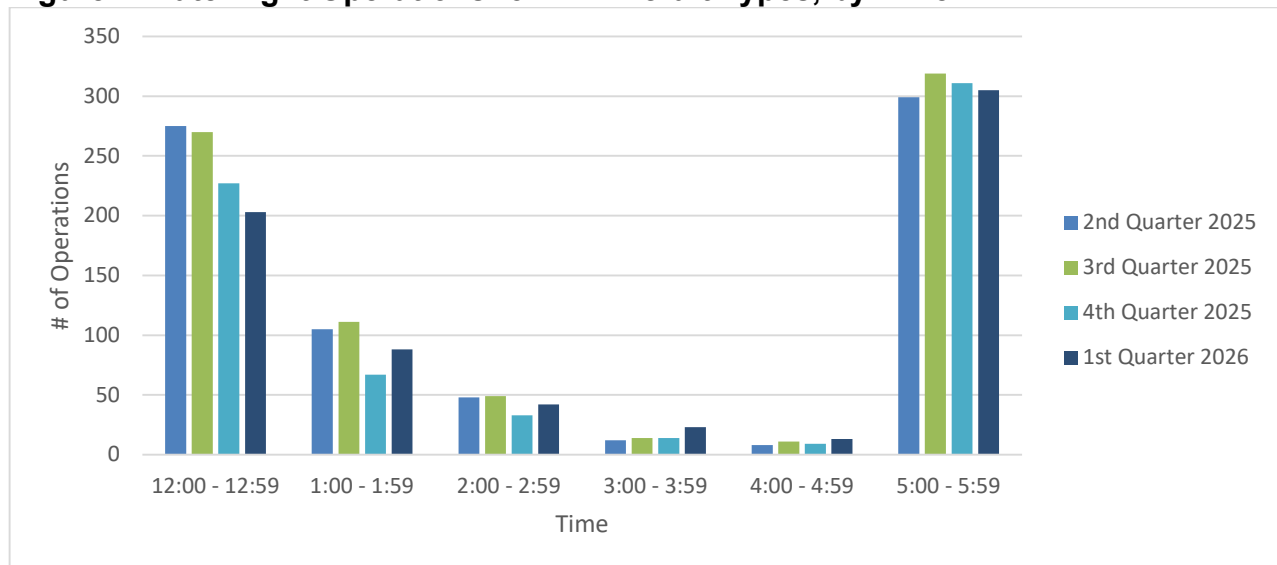
Airline	Pure Stage Three Aircraft		Pure Stage Four Aircraft		Total Operations	Avg. Daily Operations
	# of Departures	%	# of Departures	%		
Envoy Air	0	0%	93	100%	185	2.06
GoJet	15	100%	0	0	29	.32
JetBlue	654	97%	19	3%	1355	15.06
Sun Country Airlines	0	0	1	100%	2	.02
PSA Airlines	317	100%	0	0	636	7.07
Republic Airways	0	0%	80	100%	161	1.79
SkyWest Airlines	196	70%	85	30	566	6.29
Southwest Airlines	0	0	1077	100%	2154	23.93
United Airlines	35	81%	8	19%	86	.96
<b>Total</b>	<b>2,1714</b>	<b>55%</b>	<b>2425</b>	<b>45%</b>	<b>8318</b>	<b>92</b>

\*American Airlines conducted 12 operations using Stage 5 Aircraft  
Source: RIAC Aircraft Operations Monitoring System, 2026

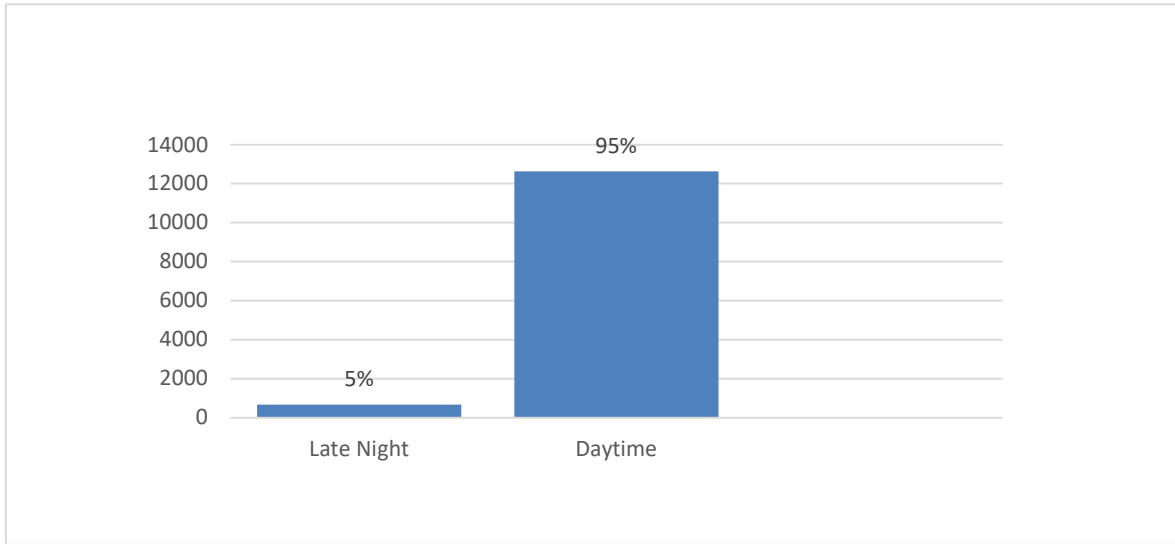
**Late Night Operations (Midnight – 6:00 a.m.)**

Late Night Operations are defined by the voluntary nighttime curfew of midnight to 6:00 AM. Of the late night operations, 227 occurred between midnight and 1:00 a.m. and 311 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 2023 - 2026

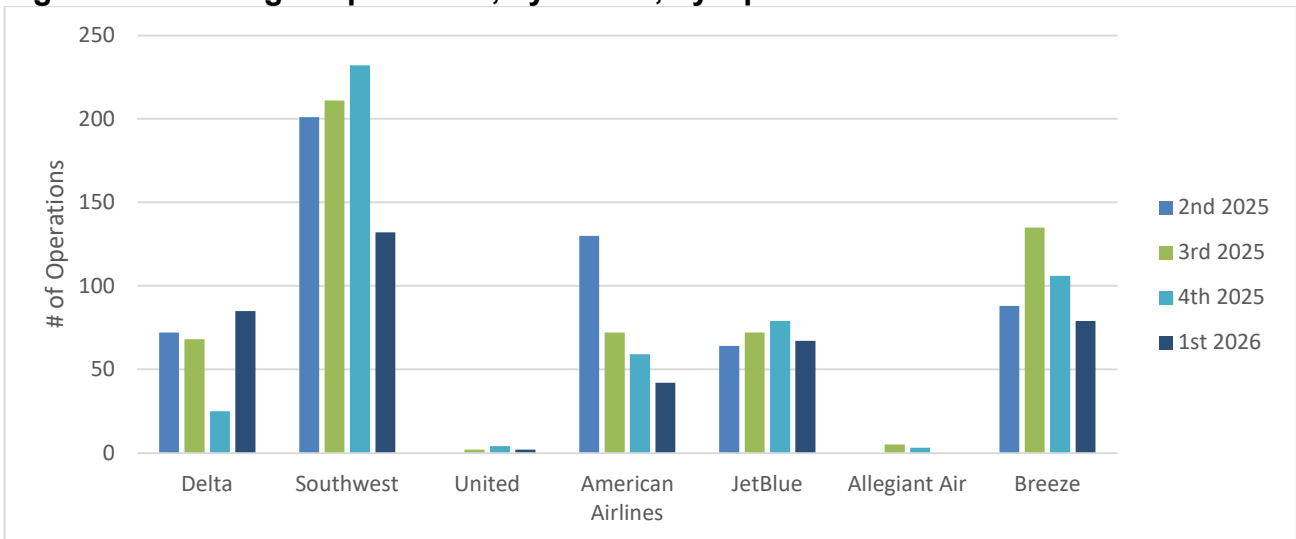


Late night

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. Figure 6 shows the proportion of late night operations vs daytime operations.

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



Source: RIAC Operations Logs & Operations Monitoring System 2023 - 2026

**Figure 6: Late Night Operations vs. Total Operations**

Source: RIAC Operations Monitoring System 2026



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

### **Part 150 Noise Abatement Corridor Compliance**

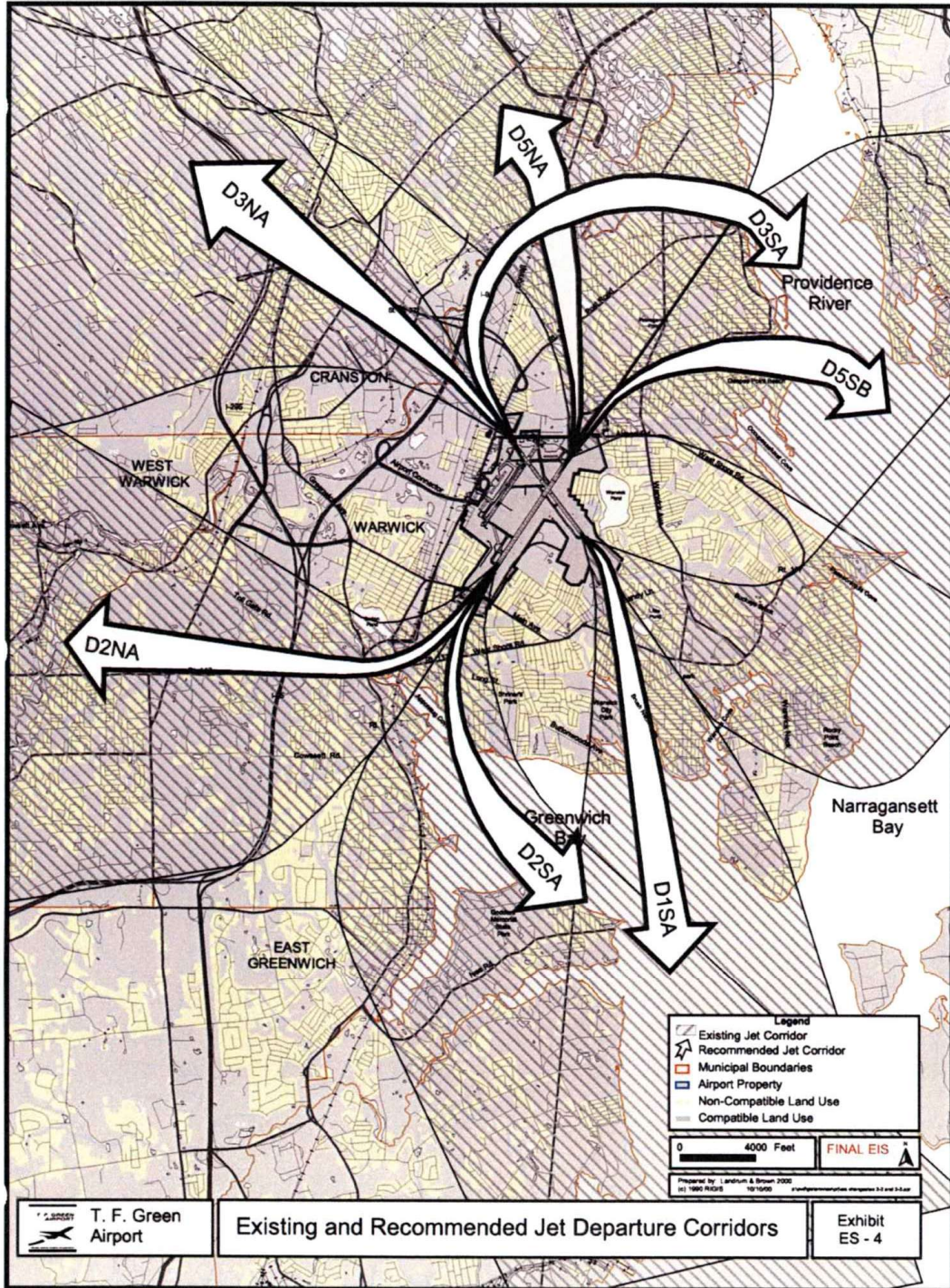
The original Part 150 Study and Noise Exposure Maps (NEM) were approved by the FAA for Rhode Island T. F. Green International Airport in 1986. The NEM has been updated several times, most recently in 2010 as part of the Environmental Impact Statement for the Airport Improvement Program (AIP) approved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



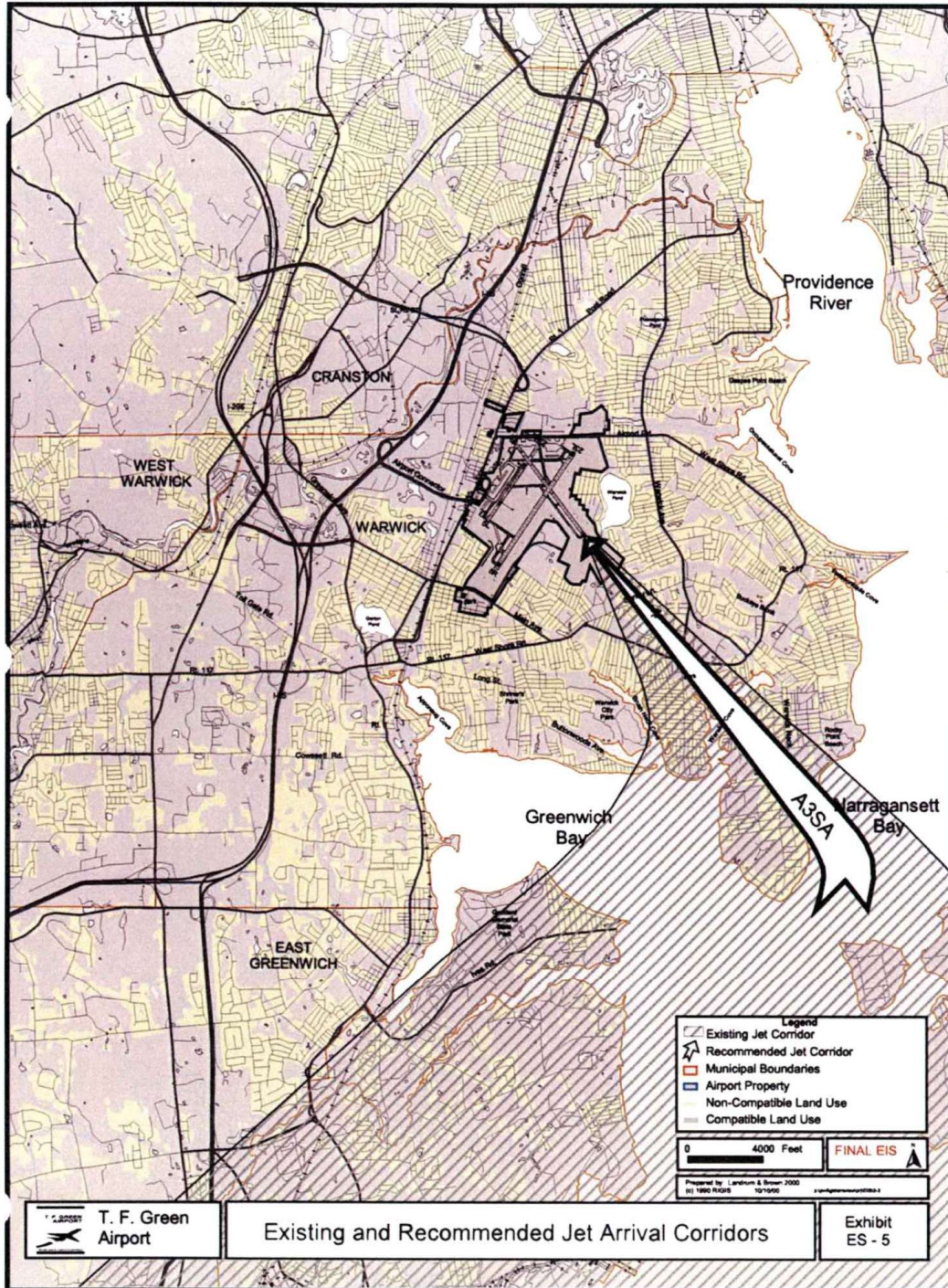
**Figure 7 : Part 150 Noise Abatement Departure Corridors**



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. 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 86%. Overall cargo carrier compliance in maintaining the aircraft's departure flight track within the corridors is 86%.

**Table 3: Noise Abatement Departure Corridor Total Compliance by Airline, 1st Quarter 2026, All Runways**

Airline	Departures					Deviations <sup>1</sup>	Percentage of Compliance
	RW 5	RW 23	RW 16	RW 34	Total Flight Tracks		
Allegiant Airlines	15	69	0	2	86	6	93%
American Airlines	169	299	0	3	486	52	89%
Breeze Airways	282	485	0	44	812	190	77%
Delta Airlines	77	144	0	10	308	19	92%
Endeavor Air	2	4	0	0	6	0	100%
Envoy Air	34	59	0	6	99	8	92%
GoJet	6	0	0	2	8	2	75%
JetBlue	246	404	1	4	655	136	79%
PSA Airlines	90	301	0	0	391	29	93%
Republic Airways	37	38	0	0	75	17	77%
SkyWest Airlines	89	181	0	12	282	22	92%
Southwest Airlines	362	652	2	58	1074	121	89%
United Airlines	11	29	0	0	40	4	90%
<b>Total Air Carriers</b>	<b>1,420</b>	<b>2,665</b>	<b>3</b>	<b>156</b>	<b>4,244</b>	<b>606</b>	<b>86%</b>
<b>Cargo Carriers</b>							
FedEx	9	51	0	0	60	4	93%
UPS	12	65	0	0	77	10	87%
<b>Total Cargo Carriers</b>	<b>21</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>14</b>	<b>90%</b>
<b>Total</b>	<b>1,441</b>	<b>2,781</b>	<b>6</b>	<b>156</b>	<b>4,381</b>	<b>620</b>	<b>86%</b>

Source: RIAC, Aircraft Operations Monitoring System, 2026

<sup>1</sup> 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.

**Table 4: Noise Abatement Departure Corridor Compliance for Runway 5, by Airline, 1st Quarter 2026**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
<b>Air Carriers</b>							
Allegiant Airlines	3	1	67%	12	2	83 %	<b>80%</b>
American Airlines	104	15	86 %	65	16	75 %	<b>82 %</b>
Breeze Airways	49	12	76%	233	115	51%	<b>55 %</b>
Delta Airlines	77	12	84%	0	0	-	<b>84 %</b>
Endeavor Air	2	0	100%	0	0	-	<b>100 %</b>
Envoy Air	33	3	91%	1	1	100%	<b>88 %</b>
GoJet	6	2	67%	0	0	-	<b>67 %</b>
JetBlue	78	19	76%	168	61	64%	<b>67 %</b>
PSA Airlines	33	3	91%	57	17	70%	<b>78 %</b>
Republic Airways	37	10	73%	-	-	-	<b>73 %</b>
SkyWest Airlines	88	7	92%	1	1	0%	<b>91 %</b>
Southwest Airlines	123	17	86%	239	46	81%	<b>83 %</b>
United Airlines	11	2	82%	0	0	-	<b>82 %</b>
<b>Total Air Carriers</b>	<b>644</b>	<b>103</b>	<b>84%</b>	<b>776</b>	259	<b>67%</b>	<b>75%</b>
<b>Cargo Carriers</b>							
FedEx	9	3	67%	-	-	-	<b>67%</b>
UPS	12	6	50%	-	-	-	<b>50%</b>
<b>Total Cargo Carriers</b>	<b>21</b>	<b>9</b>	<b>57%</b>	-	-	-	<b>57%</b>
<b>Total</b>	<b>665</b>	<b>112</b>	<b>83%</b>	<b>776</b>	<b>259</b>	<b>67%</b>	<b>74%</b>

Source: RIAC, Aircraft Operations Monitoring System, 2026



**Table 5: Noise Abatement Departure Corridor Compliance for Runway 23, by Airline, 1st Quarter 2026**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
<b>Air Carriers</b>							
Allegiant Airlines	58	2	97%	11	1	91%	96%
American Airlines	179	6	97%	120	12	90%	94%
Breeze Airways	90	15	83%	395	43	89%	88 %
Delta Airlines	142	7	95 %	2	0	100 %	95 %
Endeavor Air	4	0	100%	0	0	-	100%
Envoy Air	58	3	96%	1	1	100%	93%
JetBlue	114	7	94%	290	45	84%	87%
PSA Airlines	55	1	98%	146	8	95%	96%
Republic Airways	38	7	82%	0	0	-	82%
SkyWest Airlines	181	13	93%	0	0	-	93%
Southwest Airlines	213	14	93%	439	30	93%	93%
United Airlines	29	2	93%	0	0	-	93%
<b>Total Air Carriers</b>	<b>1161</b>	<b>77</b>	<b>93%</b>	<b>1404</b>	<b>140</b>	<b>90 %</b>	<b>92%</b>
<b>Cargo Carriers</b>							
FedEx	51	1	98 %	0	0	-	98 %
UPS	65	4	94%	0	0	-	94%
Total Cargo Carriers							
<b>Total</b>	<b>1277</b>	<b>82</b>	<b>94%</b>	<b>1404</b>	<b>140</b>	<b>90 %</b>	<b>92%</b>

Source: RIAC, Aircraft Operations Monitoring System, 2026



**Table 6: Noise Abatement Departure Corridor Compliance for Runway 34, by Airline, 1st Quarter 2026**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
<b>Air Carriers</b>							
Allegiant Airlines	1	0	100%	1	0	100%	100%
American Airlines	10	1	90%	8	2	75%	83%
Breeze Airways	15	1	93%	29	4	86%	85%
Delta Airlines	10	0	100 %	0	0	-	100 %
Endeavor Air	0	0	-	0	0	-	-
Envoy Air	6	0	100 %	0	0	-	100 %
GoJet	2	0	100%	0	0	-	100%
JetBlue	4	4	0%	0	0	-	0%
Mesa Airlines	0	0	-	0	0	-	0 %
PSA Airlines	0	0	-	0	0	-	-
Republic Airways	0	0	-	0	0	-	-
SkyWest Airlines	11	0	100%	1	1	0%	92%
Southwest Airlines	15	1	94%	43	13	70%	76%
United Airlines	0	0	-	0	0	-	-
<b>Total Air Carriers</b>	<b>73</b>	<b>7</b>	<b>90%</b>	<b>82</b>	<b>20</b>	<b>75 %</b>	<b>83%</b>
<b>Cargo Carriers</b>							
FedEx	0	0	-	0	0	-	-
UPS	0	0	-	0	0	-	100 %
<b>Total Cargo Carriers</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100 %</b>
<b>Total</b>	<b>73</b>	<b>147</b>	<b>90%</b>	<b>82</b>	<b>20</b>	<b>75%</b>	<b>83%</b>

Source: RIAC, Aircraft Operations Monitoring9 System, 2026

**Table 7: Noise Abatement Departure Corridor Compliance for Runway 16, by Airline, 1st Quarter 2026**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
<b>Air Carriers</b>							
Allegiant Airlines	0	0	-	0	0	-	-
American Airlines	0	0	-	0	0	-	-
Breeze Airways	0	0	-	0	0	-	-



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Delta Airlines	0	0	-	0	0	-	-
Endeavor Air	0	0	-	0	0	-	-
Envoy Air	0	0	-	0	0	-	-
JetBlue	1	0	100 %	-	-	-	100 %
Mesa Airlines	0	0	-	-	-	-	-
PSA Airlines	0	0	-	-	-	-	-
Republic Airways	0	0	-	-	-	-	-
SkyWest Airlines	0	0	-	0	0	-	-
Southwest Airlines	2	0	100 %	-	-	-	100 %
United Airlines	0	0	-	-	-	-	-
<b>Total Air Carriers</b>	<b>3</b>	<b>0</b>	<b>100%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100%</b>
<b>Cargo Carriers</b>							
FedEx	0	0	-	0	0	-	-
UPS	0	0	-	0	0	-	-
<b>Total Cargo Carriers</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>3</b>	<b>0</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100%</b>

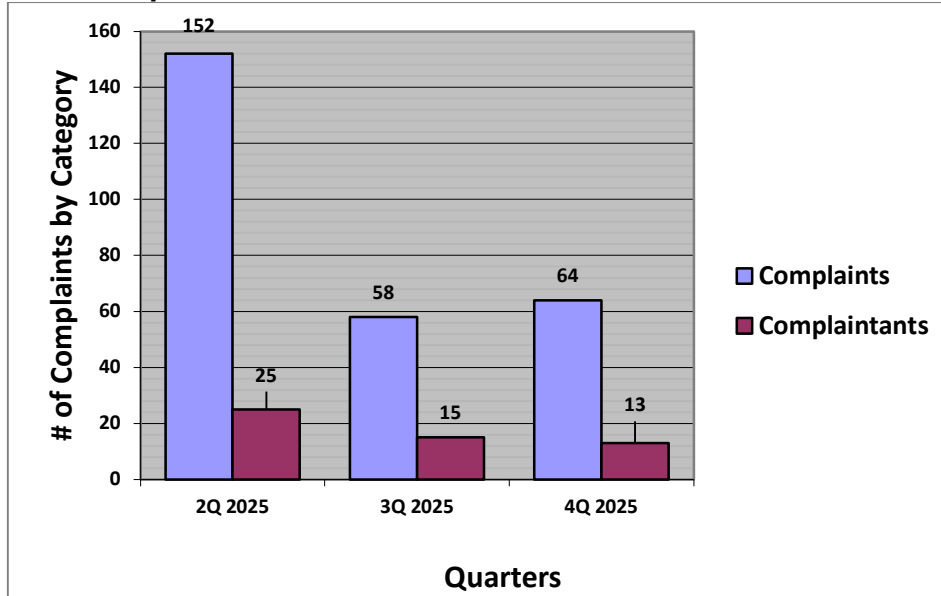
Source: RIAC, Aircraft Operations Monitoring System, 2025

### **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 - 2023

As seen in Figure 9, during the First Quarter 2026, RIAC received no complaints from citizens.



**APPENDIX A:**  
Air Carriers

Date/Time	Rwy	A/C Type	Flight ID
American: 52 Deviations			
2026-01-03 07:01:04	23	A319	AAL1777
2026-01-04 08:23:58	05	A319	AAL1777
2026-01-06 19:48:46	05	A319	AAL2276
2026-01-07 15:05:31	05	A319	AAL1563
2026-01-08 15:13:58	23	A319	AAL1563
2026-01-15 08:54:01	23	A319	AAL865
2026-01-16 14:42:32	23	B738	AAL1877
2026-01-16 18:39:22	23	A319	AAL2276
2026-01-18 06:19:19	05	A319	AAL865
2026-01-23 12:19:43	23	A319	AAL2239
2026-01-24 07:20:35	05	A321	AAL2206
2026-01-24 14:33:22	05	B738	AAL1877
2026-01-25 06:04:00	05	A319	AAL865
2026-01-27 16:13:17	23	B738	AAL1877
2026-01-29 13:43:35	23	A319	AAL2239
2026-02-01 06:05:57	05	A319	AAL865
2026-02-01 16:02:31	05	A319	AAL1563
2026-02-02 19:05:10	05	A319	AAL2276
2026-02-03 12:21:25	34	A319	AAL2239
2026-02-04 08:26:25	23	A319	AAL9791
2026-02-04 15:18:17	34	A319	AAL1563
2026-02-05 12:41:13	05	A319	AAL2239
2026-02-06 15:08:09	05	A319	AAL1563
2026-02-08 16:03:11	34	A319	AAL1563
2026-02-09 21:53:23	23	B77W	AAL9831
2026-02-10 12:42:27	23	A319	AAL2239
2026-02-16 08:14:03	05	A319	AAL1242
2026-02-18 11:21:13	23	A321	AAL206R
2026-02-20 06:03:52	05	A319	AAL1711
2026-02-20 16:18:07	05	A319	AAL1022
2026-02-22 07:26:22	05	A319	AAL1242



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2026-02-22 13:14:03	05	A319	AAL2975
2026-02-27 07:05:24	05	A319	AAL1242
2026-02-28 13:27:30	23	A319	AAL2975
2026-03-01 06:16:21	05	A319	AAL1711
2026-03-04 05:59:04	05	A319	AAL1711
2026-03-05 06:12:06	05	A321	AAL2206
2026-03-06 06:06:28	05	A319	AAL1711
2026-03-06 10:35:19	05	A319	AAL242Q
2026-03-06 15:44:45	05	A319	AAL1022
2026-03-09 14:53:54	23	A320	AAL2975
2026-03-10 13:15:05	23	A319	AAL2975
2026-03-16 13:32:58	23	A319	AAL2975
2026-03-20 13:36:26	23	A319	AAL2975
2026-03-21 13:17:28	05	A319	AAL2975
2026-03-23 07:17:13	05	A319	AAL2919
2026-03-23 16:24:59	05	A319	AAL1517
2026-03-24 06:07:19	05	A319	AAL1685
2026-03-24 13:06:10	05	A319	AAL2975
2026-03-25 06:12:40	23	A319	AAL1685
2026-03-27 10:18:40	05	A319	AAL1812
2026-03-27 13:26:47	05	A319	AAL2975
Allegiant: 5 Deviations			
2026-01-11 19:17:19	23	A320	AAY896
2026-01-18 20:40:53	05	A320	AAY896
2026-02-05 23:52:01	05	A320	AAY896
2026-02-15 12:21:03	05	A320	AAY2570
2026-03-07 12:29:23	23	A320	AAY2573
Delta: 19 Deviations			
2026-01-03 06:04:01	23	A319	DAL1023
2026-01-04 19:21:50	05	A320	DAL2659
2026-01-05 15:16:24	05	A320	DAL2147
2026-01-06 05:49:05	05	A321	DAL1023
2026-01-07 14:47:44	05	A320	DAL2147
2026-01-19 19:05:48	23	A320	DAL2659
2026-01-20 18:24:23	23	A320	DAL2659
2026-01-21 18:25:56	23	A320	DAL2659



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2026-01-24 15:24:07	05	A320	DAL2147
2026-01-28 05:49:11	23	A321	DAL1023
2026-02-27 20:01:21	23	B752	DAL8845
2026-03-01 18:44:18	05	A320	DAL1555
2026-03-05 12:59:53	05	A320	DAL2147
2026-03-05 18:35:10	05	A320	DAL1555
2026-03-06 05:42:08	05	A321	DAL1023
2026-03-06 18:47:05	05	A320	DAL1555
2026-03-10 19:13:50	23	B752	DAL8842
2026-03-23 18:48:24	05	A320	DAL2659
2026-03-28 05:45:10	05	A321	DAL1023
Envoy: 3 Deviations			
2026-01-04 13:48:38	05	E170	ENY3737
2026-02-20 13:01:11	05	E75L	ENY3709
2026-03-06 15:22:34	05	E75L	ENY3709
FedEx: 4 Deviations			
2026-01-06 20:49:50	05	B752	FDX1254
2026-02-06 20:56:44	05	B752	FDX1254
2026-03-04 10:25:29	05	B752	FDX433
2026-03-20 20:33:38	23	B752	FDX1254
JetBlue: 136 Deviations			
2026-01-02 08:57:21	23	A320	JBU1688
2026-01-03 07:56:37	23	A320	JBU2875
2026-01-03 09:07:53	23	A320	JBU1688
2026-01-04 07:30:46	05	A320	JBU597
2026-01-04 08:29:19	05	A320	JBU2875
2026-01-04 09:42:14	05	A320	JBU1688
2026-01-04 20:16:24	05	A320	JBU1891
2026-01-05 08:15:29	05	A320	JBU2875
2026-01-06 06:22:02	05	A320	JBU1129
2026-01-06 07:22:47	05	A320	JBU525
2026-01-06 08:58:59	05	A320	JBU2875
2026-01-07 08:38:54	05	A320	JBU597
2026-01-08 17:04:33	23	A320	JBU1197
2026-01-10 06:00:47	23	A320	JBU1891
2026-01-10 08:41:58	23	A320	JBU597



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2026-01-10 13:56:06	05	A320	JBU1287
2026-01-10 17:01:46	05	A320	JBU1875
2026-01-11 07:49:37	23	A320	JBU525
2026-01-14 08:14:28	23	A320	JBU2875
2026-01-14 13:52:41	23	A320	JBU1287
2026-01-15 07:05:52	23	A320	JBU525
2026-01-16 17:12:45	23	A320	JBU1875
2026-01-18 06:34:35	05	A320	JBU1891
2026-01-18 08:23:54	23	A320	JBU2875
2026-01-18 17:31:26	05	A320	JBU1875
2026-01-19 07:33:44	05	A320	JBU1129
2026-01-20 08:59:06	23	A320	JBU597
2026-01-21 07:36:01	23	A320	JBU525
2026-01-21 13:58:22	23	A320	JBU1287
2026-01-22 07:16:55	23	A320	JBU525
2026-01-22 07:36:24	23	A320	JBU2875
2026-01-23 06:40:17	23	A320	JBU1129
2026-01-24 17:14:33	05	A320	JBU1875
2026-01-25 06:28:35	05	A320	JBU1129
2026-01-25 07:46:45	05	A320	JBU2875
2026-01-26 18:48:36	05	A320	JBU1197
2026-01-27 08:51:03	23	A320	JBU1891
2026-01-27 14:23:08	23	A320	JBU1287
2026-01-28 08:15:55	23	A320	JBU8357
2026-01-29 07:51:27	23	A320	JBU525
2026-01-29 17:33:54	23	A320	JBU1875
2026-01-30 07:13:02	23	A320	JBU525
2026-01-30 07:37:10	23	A320	JBU2875
2026-01-31 07:24:11	23	A320	JBU525
2026-02-01 06:02:35	05	A320	JBU1891
2026-02-01 06:10:21	05	A320	JBU1129
2026-02-01 08:06:14	05	A320	JBU525
2026-02-01 08:10:43	05	A320	JBU2875
2026-02-01 08:36:15	05	A320	JBU597
2026-02-01 17:40:29	05	A320	JBU1875
2026-02-03 07:04:47	23	A320	JBU525



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2026-02-03 08:43:22	23	A320	JBU597
2026-02-05 06:23:21	05	A320	JBU1129
2026-02-05 06:38:35	05	A320	JBU1891
2026-02-05 08:42:18	05	A320	JBU2875
2026-02-06 06:34:32	05	A320	JBU1129
2026-02-06 07:25:27	05	A320	JBU525
2026-02-06 14:14:01	05	A320	JBU1287
2026-02-07 07:53:40	05	A320	JBU525
2026-02-07 09:47:19	05	A320	JBU2875
2026-02-07 14:26:31	05	A320	JBU1287
2026-02-07 17:24:29	05	A320	JBU1875
2026-02-08 08:58:23	05	A320	JBU597
2026-02-09 06:16:57	34	A320	JBU1129
2026-02-09 07:22:53	34	A320	JBU525
2026-02-09 08:52:27	05	A320	JBU597
2026-02-09 19:10:23	05	A320	JBU2693
2026-02-10 07:44:16	23	A320	JBU525
2026-02-10 08:41:48	23	A320	JBU597
2026-02-11 07:38:38	23	A320	JBU525
2026-02-12 21:00:24	05	A320	JBU1197
2026-02-13 11:39:24	05	A320	JBU597
2026-02-14 22:06:30	23	A320	JBU1197
2026-02-15 11:46:35	05	A320	JBU597
2026-02-15 18:51:40	05	A320	JBU1891
2026-02-15 20:37:44	05	A320	JBU1197
2026-02-16 06:04:09	05	A320	JBU1129
2026-02-16 07:36:54	05	A320	JBU525
2026-02-16 12:16:49	05	A320	JBU597
2026-02-16 12:40:42	05	A321	JBU875
2026-02-17 07:02:04	23	A320	JBU2875
2026-02-20 16:35:51	05	A320	JBU1875
2026-02-20 22:03:21	05	A320	JBU1197
2026-02-21 06:23:01	05	A320	JBU1688
2026-02-22 06:43:22	05	A320	JBU1129
2026-02-22 06:44:30	05	A320	JBU1688
2026-02-22 07:18:14	05	A320	JBU2875



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2026-02-22 12:16:01	05	A321	JBU875
2026-02-22 19:48:01	05	A320	JBU1287
2026-02-26 08:31:16	23	A320	JBU1688
2026-02-26 20:43:41	23	A320	JBU1197
2026-02-26 21:20:43	23	A320	JBU1891
2026-02-27 06:40:32	05	A320	JBU1129
2026-03-01 07:48:19	05	A320	JBU525
2026-03-01 09:03:03	05	A320	JBU1688
2026-03-01 12:07:17	05	A320	JBU597
2026-03-02 08:49:32	05	A320	JBU1688
2026-03-02 22:23:08	23	A320	JBU1197
2026-03-03 07:53:19	23	A320	JBU525
2026-03-03 11:39:43	23	A320	JBU597
2026-03-03 17:15:29	05	A320	JBU1875
2026-03-03 19:17:32	05	A320	JBU1891
2026-03-04 06:06:17	05	A320	JBU2875
2026-03-04 15:25:45	23	A320	JBU1875
2026-03-05 06:52:14	05	A320	JBU1129
2026-03-05 09:21:56	05	A320	JBU1688
2026-03-05 10:59:47	05	A320	JBU597
2026-03-05 21:05:03	05	A320	JBU1197
2026-03-06 06:40:20	05	A320	JBU1129
2026-03-08 06:03:39	23	A320	JBU2875
2026-03-12 07:07:25	23	A320	JBU597
2026-03-12 11:10:39	05	A320	JBU1197
2026-03-12 14:46:37	05	A320	JBU1275
2026-03-14 13:54:20	23	A320	JBU1287
2026-03-14 18:32:13	23	A320	JBU1875
2026-03-17 07:18:44	23	A320	JBU525
2026-03-17 07:34:03	23	A320	JBU597
2026-03-17 23:47:06	34	BCS3	JBU8505
2026-03-18 10:55:01	23	A320	JBU1197
2026-03-19 07:20:22	23	A320	JBU597
2026-03-21 07:00:47	23	A320	JBU525
2026-03-21 13:46:58	05	A320	JBU1287
2026-03-21 17:39:19	34	A320	JBU1875



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2026-03-22 12:12:58	23	A320	JBU1197
2026-03-23 07:16:00	05	A320	JBU525
2026-03-23 08:04:58	05	A320	JBU2875
2026-03-23 12:02:48	05	A320	JBU1197
2026-03-24 06:16:12	05	A320	JBU1129
2026-03-24 07:24:39	05	A320	JBU525
2026-03-27 07:11:04	23	A320	JBU525
2026-03-28 07:08:33	05	A320	JBU597
2026-03-28 09:06:54	05	A320	JBU1688
2026-03-28 11:10:23	05	A320	JBU1197
2026-03-28 13:42:12	05	A320	JBU1287
2026-03-28 14:43:27	05	A320	JBU1275
2026-03-30 06:50:41	23	A320	JBU597
PSA: 29 Deviations			
2026-01-03 06:07:31	23	CRJ9	JIA5341
2026-01-04 12:35:43	05	CRJ9	JIA5103
2026-01-05 12:24:51	05	CRJ9	JIA5103
2026-01-06 08:48:51	05	CRJ7	JIA5666
2026-01-07 06:55:55	05	CRJ7	JIA5147
2026-01-10 17:30:16	05	CRJ9	JIA5613
2026-01-10 19:16:37	05	CRJ9	JIA5438
2026-01-11 21:03:24	23	CRJ9	JIA5438
2026-01-18 06:02:26	05	CRJ9	JIA5545
2026-01-31 13:33:35	23	CRJ7	JIA5363
2026-02-01 20:42:13	34	CRJ7	JIA5438
2026-02-02 10:21:26	05	CRJ7	JIA5666
2026-02-05 06:05:27	05	CRJ9	JIA5545
2026-02-05 06:17:35	05	CRJ7	JIA5147
2026-02-05 20:20:01	23	CRJ9	JIA5438
2026-02-07 14:16:50	05	CRJ7	JIA5363
2026-02-07 20:56:35	05	CRJ7	JIA5613
2026-02-09 09:51:32	05	CRJ7	JIA5666
2026-02-13 14:04:55	05	CRJ9	JIA5640
2026-03-02 08:38:55	05	CRJ7	JIA5609
2026-03-03 09:10:49	23	CRJ7	JIA5609
2026-03-05 13:55:12	05	CRJ9	JIA5640



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2026-03-05 19:30:01	05	CRJ9	JIA5143
2026-03-09 19:45:55	23	CRJ9	JIA5438
2026-03-18 08:34:43	23	CRJ7	JIA5613
2026-03-21 19:04:56	05	CRJ7	JIA5438
2026-03-26 19:54:35	23	CRJ9	JIA5438
2026-03-27 09:41:51	05	CRJ7	JIA5613
2026-03-28 07:02:58	05	CRJ9	JIA5613
2026-03-30 16:38:27	23	CRJ9	JIA5640
Breeze: 190 Deviations			
2026-01-01 08:24:41	23	BCS3	MXY708
2026-01-03 05:58:15	23	BCS3	MXY720
2026-01-04 07:20:22	05	BCS3	MXY716
2026-01-04 08:09:54	05	BCS3	MXY754
2026-01-04 08:52:31	05	BCS3	MXY734
2026-01-04 11:59:52	05	BCS3	MXY724
2026-01-04 17:39:55	05	BCS3	MXY704
2026-01-04 18:19:36	05	BCS3	MXY720
2026-01-05 06:16:48	05	BCS3	MXY706
2026-01-05 07:06:19	05	BCS3	MXY712
2026-01-05 07:09:09	05	BCS3	MXY704
2026-01-05 07:23:14	05	BCS3	MXY754
2026-01-05 14:11:31	05	BCS3	MXY774
2026-01-05 15:20:09	05	BCS3	MXY736
2026-01-05 16:17:08	23	BCS3	MXY718
2026-01-06 08:19:07	05	BCS3	MXY716
2026-01-07 08:21:35	05	BCS3	MXY712
2026-01-08 07:01:52	23	BCS3	MXY754
2026-01-08 07:03:42	23	BCS3	MXY712
2026-01-09 14:09:56	23	BCS3	MXY774
2026-01-09 16:11:32	23	BCS3	MXY6351
2026-01-10 06:59:28	23	BCS3	MXY714
2026-01-11 13:29:31	23	BCS3	MXY748
2026-01-14 19:10:49	23	BCS3	MXY6486
2026-01-14 22:36:06	23	BCS3	MXY6388
2026-01-15 07:22:28	23	BCS3	MXY712
2026-01-15 13:58:50	23	BCS3	MXY157



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2026-01-18 05:57:42	05	BCS3	MXY716
2026-01-18 17:43:54	05	BCS3	MXY734
2026-01-18 23:17:43	05	BCS3	MXY6495
2026-01-19 06:57:50	05	BCS3	MXY736
2026-01-19 07:35:23	05	BCS3	MXY712
2026-01-20 12:43:49	23	BCS3	MXY734
2026-01-20 18:18:59	23	BCS3	MXY6359
2026-01-21 08:28:21	23	BCS3	MXY712
2026-01-22 13:09:23	23	BCS3	MXY748
2026-01-23 07:02:39	23	BCS3	MXY712
2026-01-23 17:44:32	23	BCS3	MXY754
2026-01-24 08:34:49	34	BCS3	MXY716
2026-01-25 06:12:03	05	BCS3	MXY716
2026-01-25 06:54:26	05	BCS3	MXY8054
2026-01-25 07:04:52	05	BCS3	MXY712
2026-01-25 09:38:07	05	BCS3	MXY720
2026-01-26 08:23:25	05	BCS3	MXY730
2026-01-26 08:57:21	05	BCS3	MXY715
2026-01-26 15:25:41	05	BCS3	MXY774
2026-01-26 16:55:55	05	BCS3	MXY706
2026-01-27 06:20:25	23	BCS3	MXY9724
2026-01-27 18:10:04	23	BCS3	MXY9085
2026-01-29 07:49:41	23	BCS3	MXY730
2026-01-30 07:49:55	23	BCS3	MXY714
2026-01-31 07:19:42	23	BCS3	MXY715
2026-02-01 06:08:02	05	BCS3	MXY716
2026-02-01 07:03:14	05	BCS3	MXY754
2026-02-01 08:01:32	05	BCS3	MXY712
2026-02-01 08:43:26	05	BCS3	MXY720
2026-02-01 13:12:24	05	BCS3	MXY748
2026-02-01 16:04:34	05	BCS3	MXY734
2026-02-01 17:08:31	05	BCS3	MXY704
2026-02-01 17:58:37	05	BCS3	MXY730
2026-02-02 06:01:45	05	BCS3	MXY716
2026-02-02 08:26:24	05	BCS3	MXY712
2026-02-02 13:56:46	05	BCS3	MXY720



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2026-02-02 16:00:00	05	BCS3	MXY718
2026-02-02 16:10:22	05	BCS3	MXY706
2026-02-03 12:06:27	34	BCS3	MXY734
2026-02-05 07:05:35	05	BCS3	MXY754
2026-02-05 07:25:45	05	BCS3	MXY720
2026-02-05 14:18:14	05	BCS3	MXY157
2026-02-06 06:03:19	05	BCS3	MXY716
2026-02-06 06:30:13	05	BCS3	MXY736
2026-02-06 07:07:22	05	BCS3	MXY730
2026-02-06 07:17:19	05	BCS3	MXY712
2026-02-06 07:22:49	05	BCS3	MXY714
2026-02-06 14:10:48	05	BCS3	MXY774
2026-02-06 15:21:12	05	BCS3	MXY706
2026-02-06 15:38:53	05	BCS3	MXY718
2026-02-06 19:21:54	05	BCS3	MXY755
2026-02-07 08:41:55	05	BCS3	MXY716
2026-02-07 18:21:48	05	BCS3	MXY9757
2026-02-08 06:26:01	05	BCS3	MXY716
2026-02-08 07:25:16	05	BCS3	MXY720
2026-02-08 07:33:46	05	BCS3	MXY712
2026-02-09 06:19:37	05	BCS3	MXY716
2026-02-09 06:24:35	05	BCS3	MXY737
2026-02-09 11:02:05	34	BCS3	MXY9052
2026-02-09 14:07:51	34	BCS3	MXY720
2026-02-09 20:07:25	05	BCS3	MXY754
2026-02-10 11:59:32	23	BCS3	MXY734
2026-02-11 16:44:03	23	BCS3	MXY720
2026-02-13 07:03:57	05	BCS3	MXY730
2026-02-13 07:14:33	05	BCS3	MXY712
2026-02-13 07:25:59	05	BCS3	MXY715
2026-02-16 06:05:55	05	BCS3	MXY716
2026-02-16 14:06:28	05	BCS3	MXY774
2026-02-16 15:31:23	05	BCS3	MXY718
2026-02-16 23:21:23	05	BCS3	MXY9017
2026-02-18 07:02:48	23	BCS3	MXY754
2026-02-18 08:36:02	23	BCS3	MXY712



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2026-02-18 14:56:48	23	BCS3	MXY734
2026-02-18 16:50:38	23	BCS3	MXY720
2026-02-18 21:19:19	05	BCS3	MXY728
2026-02-19 07:03:28	05	BCS3	MXY754
2026-02-19 07:10:01	05	BCS3	MXY720
2026-02-20 07:07:57	05	BCS3	MXY730
2026-02-20 14:42:34	05	BCS3	MXY774
2026-02-20 15:57:40	05	BCS3	MXY706
2026-02-21 06:09:37	05	BCS3	MXY716
2026-02-21 06:49:10	05	BCS3	MXY712
2026-02-21 07:21:44	05	BCS3	MXY715
2026-02-21 14:03:39	05	BCS3	MXY792
2026-02-21 15:41:38	05	BCS3	MXY2712
2026-02-21 17:28:15	05	BCS3	MXY728
2026-02-22 06:09:40	05	BCS3	MXY716
2026-02-22 07:23:16	05	BCS3	MXY712
2026-02-22 07:25:05	05	BCS3	MXY754
2026-02-26 08:09:07	23	BCS3	MXY705
2026-02-27 06:10:08	05	BCS3	MXY716
2026-02-27 13:47:55	23	BCS3	MXY720
2026-02-27 16:24:17	23	BCS3	MXY718
2026-02-27 18:48:15	23	BCS3	MXY755
2026-02-28 18:29:51	23	BCS3	MXY728
2026-02-28 19:20:34	23	BCS3	MXY2719
2026-03-01 06:21:20	05	BCS3	MXY716
2026-03-01 07:09:15	05	BCS3	MXY754
2026-03-01 07:50:45	05	BCS3	MXY720
2026-03-01 08:14:41	05	BCS3	MXY704
2026-03-01 13:38:55	05	BCS3	MXY748
2026-03-01 14:04:57	05	BCS3	MXY157
2026-03-02 07:05:21	05	BCS3	MXY730
2026-03-02 07:18:33	05	BCS3	MXY714
2026-03-02 07:25:39	05	BCS3	MXY712
2026-03-02 13:11:11	05	BCS3	MXY9734
2026-03-03 16:38:28	05	BCS3	MXY331
2026-03-04 07:37:00	05	BCS3	MXY715



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2026-03-04 08:36:22	05	BCS3	MXY712
2026-03-04 15:00:42	23	BCS3	MXY734
2026-03-05 07:10:44	05	BCS3	MXY720
2026-03-05 13:15:48	05	BCS3	MXY748
2026-03-05 15:31:09	05	BCS3	MXY734
2026-03-05 22:37:21	05	BCS3	MXY9726
2026-03-06 14:55:55	05	BCS3	MXY720
2026-03-06 15:15:41	05	BCS3	MXY719
2026-03-06 15:53:38	05	BCS3	MXY706
2026-03-06 17:48:23	05	BCS3	MXY6452
2026-03-08 04:40:21	23	BCS3	MXY6452
2026-03-09 14:01:46	23	BCS3	MXY774
2026-03-10 08:18:33	23	BCS3	MXY716
2026-03-11 08:41:45	05	BCS3	MXY730
2026-03-13 18:12:17	23	BCS3	MXY754
2026-03-15 07:04:57	05	BCS3	MXY754
2026-03-15 08:03:25	05	BCS3	MXY704
2026-03-16 16:27:53	23	BCS3	MXY8990
2026-03-16 16:48:58	23	BCS3	MXY774
2026-03-16 23:08:26	23	BCS3	MXY9029
2026-03-17 07:49:52	23	BCS3	MXY6411
2026-03-18 12:42:35	23	BCS3	MXY730
2026-03-20 22:59:08	23	BCS3	MXY9030
2026-03-21 17:41:23	34	BCS3	MXY728
2026-03-21 21:14:42	05	BCS3	MXY2716
2026-03-22 20:32:34	23	BCS3	MXY730
2026-03-23 07:10:24	05	BCS3	MXY730
2026-03-23 07:12:04	05	BCS3	MXY715
2026-03-23 07:19:00	05	BCS3	MXY712
2026-03-23 07:37:39	05	BCS3	MXY736
2026-03-23 15:17:34	05	BCS3	MXY706
2026-03-23 18:04:35	05	BCS3	MXY755
2026-03-24 08:02:23	05	BCS3	MXY714
2026-03-24 08:16:14	05	BCS3	MXY712
2026-03-24 14:34:58	05	BCS3	MXY331
2026-03-25 08:11:38	23	BCS3	MXY712



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2026-03-25 08:36:44	23	BCS3	MXY730
2026-03-27 13:50:14	05	BCS3	MXY720
2026-03-27 14:18:09	05	BCS3	MXY774
2026-03-27 15:44:26	05	BCS3	MXY719
2026-03-28 05:59:35	05	BCS3	MXY716
2026-03-28 06:06:16	05	BCS3	MXY792
2026-03-28 07:11:51	05	BCS3	MXY714
2026-03-28 07:18:23	05	BCS3	MXY754
2026-03-28 13:48:08	05	BCS3	MXY730
2026-03-28 17:20:09	05	BCS3	MXY728
2026-03-28 23:59:08	05	BCS3	MXY9013
2026-03-30 06:57:31	23	BCS3	MXY712
2026-03-30 07:00:44	23	BCS3	MXY730
Piedmont (American): 22 Deviations			
2026-01-01 14:00:24	23	E145	PDT6035
2026-01-03 11:35:25	23	E145	PDT6035
2026-01-08 15:32:00	23	E145	PDT5815
2026-01-18 13:04:18	23	E145	PDT5935
2026-01-21 12:28:13	23	E145	PDT5935
2026-01-22 15:24:33	23	E145	PDT5815
2026-01-30 18:23:45	23	E145	PDT5815
2026-01-31 11:47:21	23	E145	PDT5935
2026-02-01 11:57:11	05	E145	PDT5935
2026-02-01 15:51:03	05	E145	PDT5815
2026-02-07 19:03:41	05	E145	PDT5935
2026-02-10 11:42:54	23	E145	PDT5935
2026-02-17 16:21:55	23	E145	PDT6081
2026-02-18 16:11:39	23	E145	PDT6081
2026-02-19 11:25:52	05	E145	PDT5818
2026-02-21 11:53:17	05	E145	PDT5818
2026-02-22 17:52:53	05	E145	PDT9975
2026-03-09 16:08:56	23	E145	PDT6081
2026-03-13 17:53:47	23	E145	PDT6081
2026-03-18 18:00:11	23	E145	PDT6081
2026-03-24 11:23:48	05	E145	PDT5818
2026-03-28 16:15:41	05	E145	PDT6081



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Republic: 17 Deviations			
2026-01-07 16:21:20	05	E75L	RPA3620
2026-01-09 16:26:05	23	E75L	RPA3620
2026-01-13 16:20:47	23	E75L	RPA3620
2026-01-16 17:13:52	23	E75L	RPA3620
2026-01-17 16:14:24	23	E75L	RPA3620
2026-01-18 17:01:04	05	E75L	RPA3620
2026-01-21 16:16:30	23	E75L	RPA3620
2026-01-22 16:21:06	23	E75L	RPA3620
2026-01-26 19:29:45	05	E75L	RPA3620
2026-01-27 16:58:20	23	E75L	RPA3620
2026-02-01 16:21:21	05	E75L	RPA3620
2026-02-15 21:22:47	05	E75L	RPA4763
2026-03-01 20:10:24	05	E75L	RPA4354
2026-03-05 20:54:47	05	E75L	RPA4354
2026-03-06 06:12:36	05	E75L	RPA4755
2026-03-06 20:08:27	05	E75L	RPA4354
2026-03-21 20:08:12	05	E75L	RPA4398
Skywest: 22 Deviations			
2026-01-09 20:05:52	23	CRJ7	SKW6306
2026-01-15 00:01:43	23	CRJ7	SKW6306
2026-01-15 18:15:19	23	CRJ9	SKW3758
2026-01-17 17:16:42	23	CRJ9	SKW3758
2026-01-22 05:25:44	23	CRJ7	SKW3760
2026-01-28 08:54:36	23	CRJ9	SKW3760
2026-02-01 05:38:49	05	CRJ9	SKW3760
2026-02-01 16:59:36	05	CRJ9	SKW3758
2026-02-02 19:02:16	05	CRJ7	SKW6306
2026-02-03 06:45:53	23	CRJ9	SKW3760
2026-02-08 16:54:57	34	CRJ9	SKW3758
2026-02-14 05:54:28	23	E75L	SKW5594
2026-02-21 06:35:41	05	CRJ9	SKW3760
2026-02-22 18:58:35	05	CRJ9	SKW3758
2026-03-01 05:27:45	23	CRJ9	SKW3760
2026-03-01 05:54:21	05	E75L	SKW5594
2026-03-10 09:48:43	23	E75L	SKW5398



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2026-03-15 16:47:35	23	CRJ9	SKW3723
2026-03-18 10:02:58	23	E75L	SKW5398
2026-03-21 17:47:32	05	E75L	SKW5372
2026-03-22 16:55:47	23	CRJ9	SKW3723
Southwest: 121 Deviations			
2026-01-01 14:30:58	34	B738	SWA1855
2026-01-01 16:29:18	34	B737	SWA826
2026-01-02 05:05:59	23	B38M	SWA655
2026-01-03 05:16:37	23	B738	SWA4809
2026-01-03 08:49:51	23	B38M	SWA2332
2026-01-04 05:50:27	05	B38M	SWA391
2026-01-04 06:40:45	05	B38M	SWA4173
2026-01-04 07:37:45	05	B737	SWA2377
2026-01-04 08:55:25	05	B737	SWA2332
2026-01-04 20:06:49	05	B738	SWA3844
2026-01-05 05:12:03	05	B738	SWA655
2026-01-05 07:01:58	05	B38M	SWA2378
2026-01-05 07:41:44	05	B737	SWA4172
2026-01-06 07:10:37	05	B38M	SWA3290
2026-01-06 07:12:07	05	B737	SWA1320
2026-01-06 12:45:44	05	B38M	SWA3726
2026-01-08 09:24:31	23	B737	SWA3284
2026-01-08 15:29:48	23	B737	SWA3288
2026-01-09 14:23:19	23	B38M	SWA3285
2026-01-09 17:22:03	23	B737	SWA3288
2026-01-13 15:31:52	23	B737	SWA3288
2026-01-13 16:58:31	23	B738	SWA990
2026-01-14 06:57:22	23	B38M	SWA3290
2026-01-16 06:33:33	23	B38M	SWA3290
2026-01-19 07:08:23	05	B737	SWA3287
2026-01-20 09:10:46	23	B737	SWA3284
2026-01-21 14:24:38	23	B38M	SWA3285
2026-01-23 06:51:46	23	B38M	SWA3290
2026-01-24 12:09:40	34	B737	SWA2285
2026-01-24 13:05:05	05	B38M	SWA1442
2026-01-24 15:40:51	05	B738	SWA1151



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2026-01-25 05:43:25	05	B38M	SWA3292
2026-01-25 06:41:07	05	B737	SWA8800
2026-01-25 13:26:45	05	B737	SWA991
2026-01-26 15:17:48	05	B38M	SWA3285
2026-01-30 06:54:31	23	B38M	SWA3290
2026-01-31 08:59:38	23	B38M	SWA3285
2026-02-01 06:03:48	05	B38M	SWA3284
2026-02-01 06:32:56	05	B38M	SWA3290
2026-02-01 06:47:17	05	B737	SWA3287
2026-02-01 08:49:05	05	B737	SWA3285
2026-02-01 11:24:45	05	B737	SWA3286
2026-02-01 12:43:32	05	B38M	SWA991
2026-02-02 15:29:24	34	B737	SWA3288
2026-02-04 14:29:49	23	B738	SWA3285
2026-02-04 17:19:18	34	B38M	SWA990
2026-02-05 06:36:14	05	B38M	SWA3290
2026-02-05 06:51:37	05	B737	SWA3287
2026-02-06 06:31:40	05	B738	SWA3290
2026-02-06 06:50:01	05	B737	SWA3287
2026-02-06 14:21:47	05	B737	SWA2285
2026-02-07 15:36:29	05	B737	SWA2927
2026-02-08 07:14:52	05	B737	SWA1320
2026-02-08 09:14:58	05	B737	SWA3284
2026-02-08 17:24:52	05	B737	SWA3288
2026-02-09 07:17:37	34	B737	SWA3287
2026-02-09 19:31:12	34	B738	SWA5030
2026-02-09 20:16:30	05	B38M	SWA5031
2026-02-11 06:50:17	23	B737	SWA3290
2026-02-12 05:14:29	23	B38M	SWA3292
2026-02-12 12:59:36	34	B737	SWA3286
2026-02-12 17:52:44	34	B38M	SWA3291
2026-02-12 18:07:15	34	B737	SWA3288
2026-02-13 05:17:55	05	B38M	SWA3292
2026-02-13 07:00:58	05	B737	SWA3287
2026-02-14 05:06:17	23	B738	SWA3290
2026-02-15 06:01:03	23	B737	SWA3284



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2026-02-15 11:32:41	05	B737	SWA3286
2026-02-15 12:42:25	05	B38M	SWA3726
2026-02-16 05:18:25	05	B738	SWA3292
2026-02-17 11:37:37	23	B737	SWA3286
2026-02-20 05:07:15	05	B38M	SWA3292
2026-02-20 19:02:10	05	B737	SWA3288
2026-02-21 05:50:14	05	B737	SWA3284
2026-02-21 18:52:35	05	B738	SWA3288
2026-02-22 05:25:20	05	B738	SWA3292
2026-02-22 06:59:29	05	B38M	SWA3290
2026-02-26 20:46:35	23	B738	SWA993
2026-02-27 05:11:13	05	B738	SWA3292
2026-02-28 05:19:13	23	B738	SWA3290
2026-02-28 15:04:25	23	B737	SWA908
2026-03-01 05:05:44	23	B38M	SWA3292
2026-03-01 06:00:25	05	B737	SWA3284
2026-03-01 11:44:43	05	B737	SWA1079
2026-03-03 16:12:36	05	B737	SWA3288
2026-03-04 09:20:13	05	B737	SWA3284
2026-03-05 19:08:20	05	B737	SWA2361
2026-03-06 05:58:53	05	B737	SWA236
2026-03-06 06:17:34	05	B38M	SWA4304
2026-03-06 12:03:36	05	B737	SWA2671
2026-03-07 05:13:19	23	B737	SWA4304
2026-03-09 13:05:20	23	B38M	SWA2295
2026-03-10 05:22:07	23	B738	SWA236
2026-03-10 17:54:27	23	B738	SWA8807
2026-03-11 05:13:18	23	B38M	SWA236
2026-03-11 12:33:59	05	B737	SWA4306
2026-03-11 19:08:29	23	B737	SWA2361
2026-03-12 11:38:04	34	B737	SWA2671
2026-03-12 16:00:38	05	B738	SWA1960
2026-03-13 08:46:00	23	B737	SWA2368
2026-03-14 05:10:28	23	B737	SWA4304
2026-03-14 14:50:10	34	B38M	SWA267
2026-03-15 08:30:12	05	B737	SWA2368



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2026-03-15 17:30:56	23	B737	SWA440
2026-03-18 05:12:36	23	B38M	SWA236
2026-03-19 08:30:21	23	B737	SWA2368
2026-03-20 07:47:59	23	B38M	SWA3376
2026-03-21 05:12:43	23	B737	SWA4304
2026-03-21 14:44:38	05	B38M	SWA267
2026-03-21 18:54:33	05	B737	SWA4307
2026-03-23 11:39:25	05	B737	SWA2671
2026-03-23 17:29:34	05	B38M	SWA440
2026-03-24 09:13:28	34	B737	SWA2231
2026-03-24 18:13:27	23	B737	SWA2361
2026-03-25 05:12:34	23	B38M	SWA236
2026-03-25 08:35:00	23	B737	SWA2368
2026-03-28 05:10:26	05	B737	SWA4304
2026-03-28 06:01:39	05	B38M	SWA236
2026-03-28 17:56:03	34	B38M	SWA440
2026-03-29 11:27:12	23	B737	SWA1960
2026-03-31 05:06:04	23	B738	SWA236
United: 4 Deviations			
2026-01-04 06:51:09	05	B38M	UAL1304
2026-01-19 01:51:44	23	B772	UAL3813
2026-01-21 09:41:54	23	A319	UAL1796
2026-01-24 09:47:49	05	A319	UAL1796
UPS: 9 Deviations			
2026-01-06 21:17:33	05	B752	UPS1299
2026-01-15 21:21:31	23	B752	UPS1299
2026-01-22 21:29:57	05	B752	UPS1299
2026-01-29 06:47:56	23	B752	UPS5025
2026-02-03 07:16:12	23	B752	UPS5025
2026-02-12 21:33:12	05	B752	UPS1299
2026-02-18 21:23:33	05	B752	UPS1299
2026-03-05 21:32:27	05	B752	UPS1299
2026-03-17 21:28:08	23	B752	UPS1299