

Rhode Island Airport Corporation
Aircraft Operations Report
2nd Quarter 2004
(April, May, June)

Introduction

This report is prepared for the Rhode Island General Assembly in conformance with the Permanent Noise Monitoring Act of 1998. It contains statistical information on aircraft operations, activity levels by aircraft types, and noise complaints for the Second Quarter, 2004.

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 requires RIAC to install an aircraft operations monitoring system. Once installed, RIAC is to collect and report on a quarterly basis detailed and summary information related to the operation of aircraft at Green Airport. This document is generated to meet those requirements.

The AOMS is a stand alone system which has 5 radar sensors deployed throughout the State of Rhode Island (see Figure 1). These sensors receive specific aircraft information from all aircraft with transponders operating within 20 miles of T. F. Green Airport. This information is delivered real-time to the Noise Program Manager where it is correlated daily and displayed on a computer screen. 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.

The use of five sensors throughout the state allows for a greater accuracy in identifying the flight tracks. This system is independent from the Federal Aviation Administration (FAA) air traffic control radar. The movement of aircraft to and from an airport is the responsibility of FAA Air Traffic Control.

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Aircraft Operations Monitoring System Radar Sensors

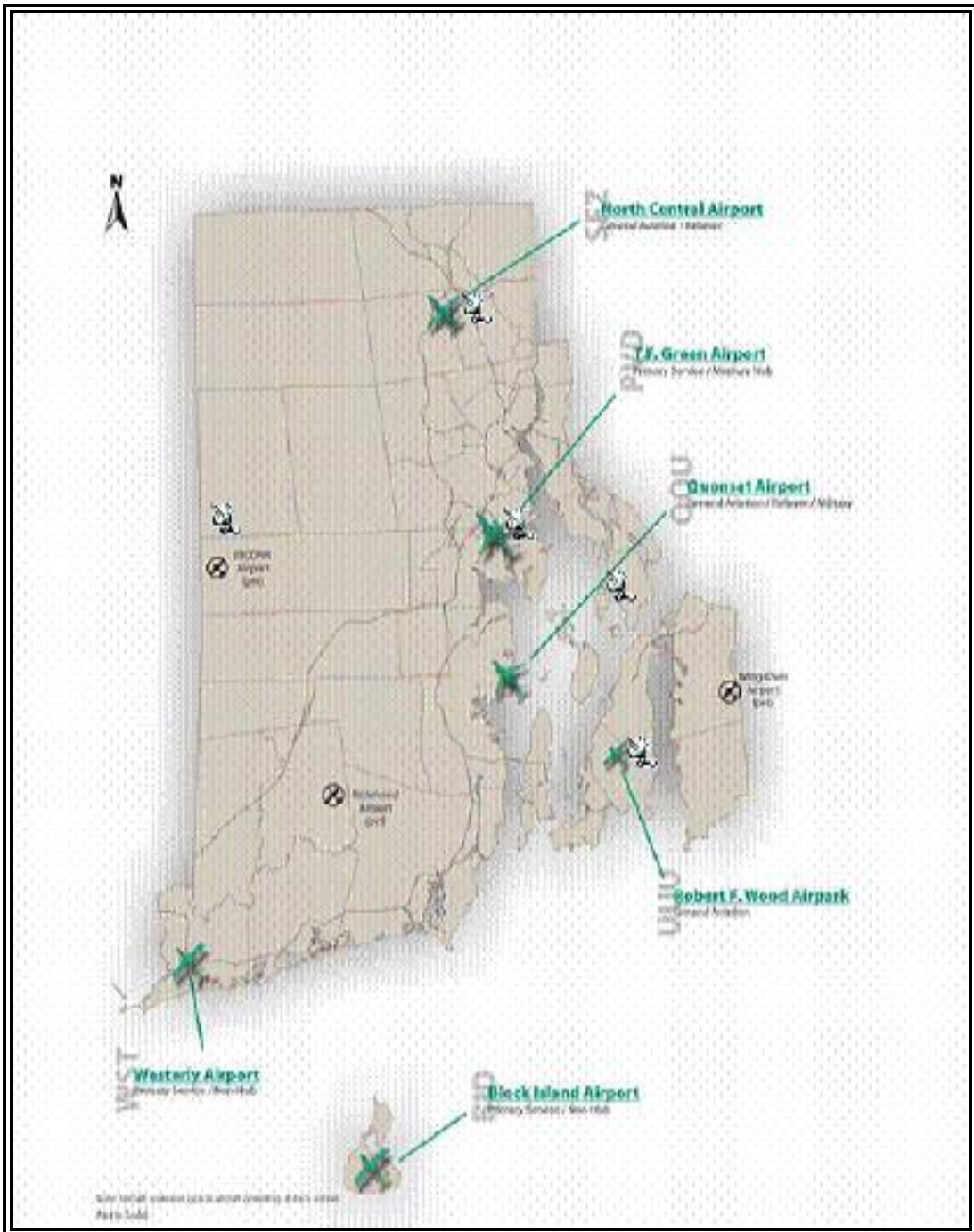


Figure 1

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Operations and Passengers

As seen in Table 1, the Aircraft Operations Monitoring System (AOMS) collected 19,300 flight tracks during this reporting period. There were 9,517 departures and 9,783 arrivals for an average 212 operations per day.

Total Number of Operations by Runway

Runway	Departures		Arrivals		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
23L	5,487	58%	5,574	57%	11,061	57%
5R	3,033	32%	2,954	30%	5,987	31%
16	200	2%	149	2%	349	2%
34	797	8%	1,106	11%	1,903	10%
Total	9,517	100%	9,783	100%	19,300	100%

Table 1

Departures occurred predominantly to the south on Runway 23L with the majority of the arrivals from the north on Runway 23L. Due to the prevailing summer winds, Runway 23L was in use 57% of the time. Figure 2, an aerial view of the airport, identifies the number of operations on each runway end:

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Aerial View of Total Operations by Runway End

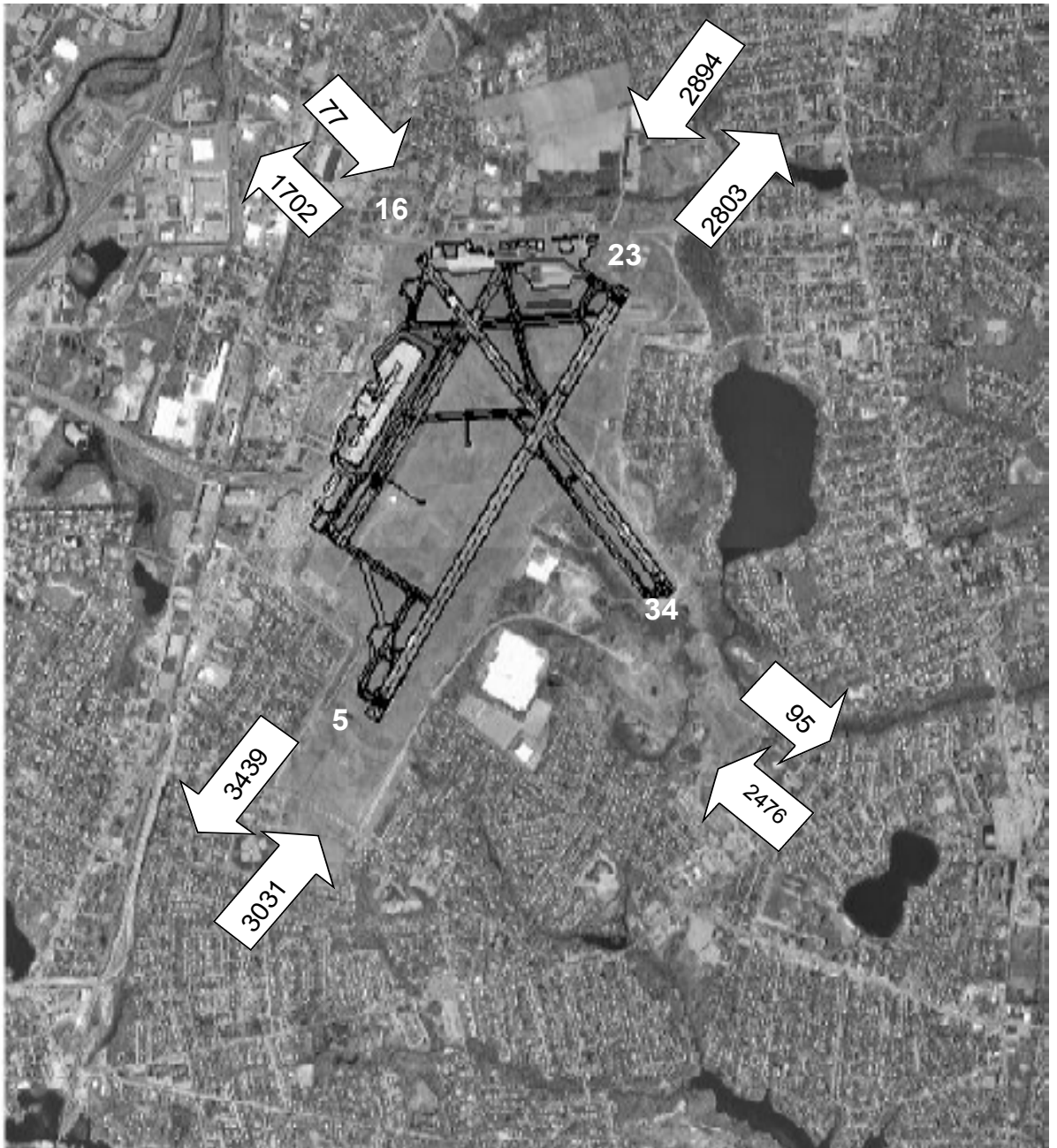
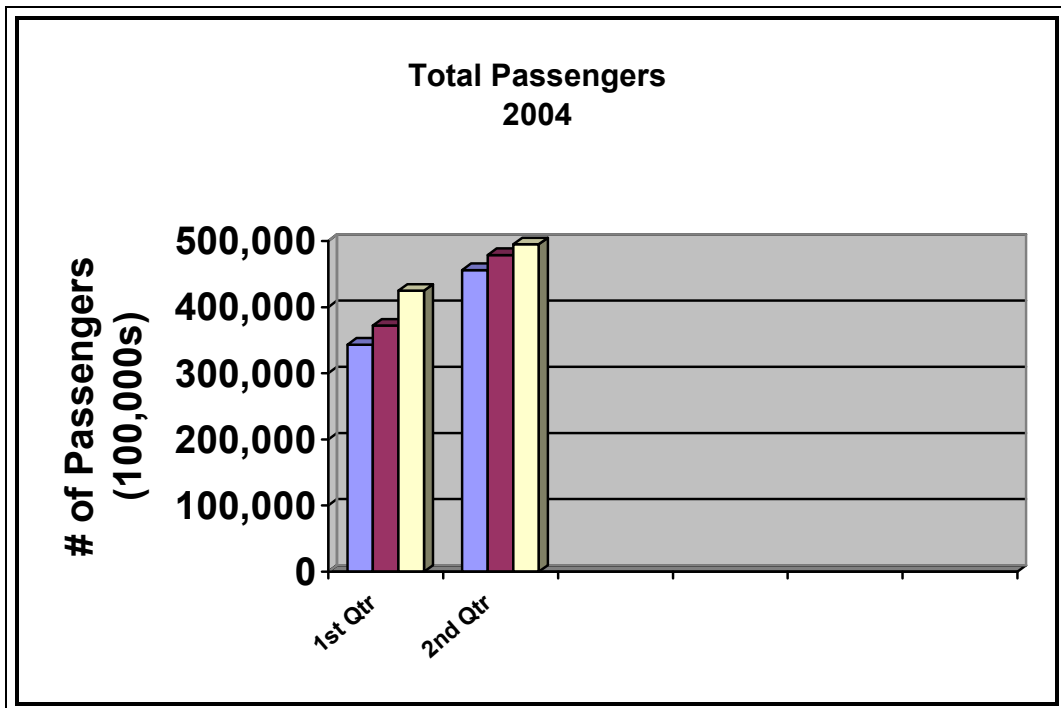


Figure 2

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In the second quarter of 2004, T.F. Green served approximately 1,430,131 passengers. April at 456,093 reflects 32% usage and June with a total of 495,009 reflects a high of 35% of the passenger activity. Table 2 shows the steady increase in the number of passengers that have utilized the airport via scheduled air carriers, commuter and charter flights.



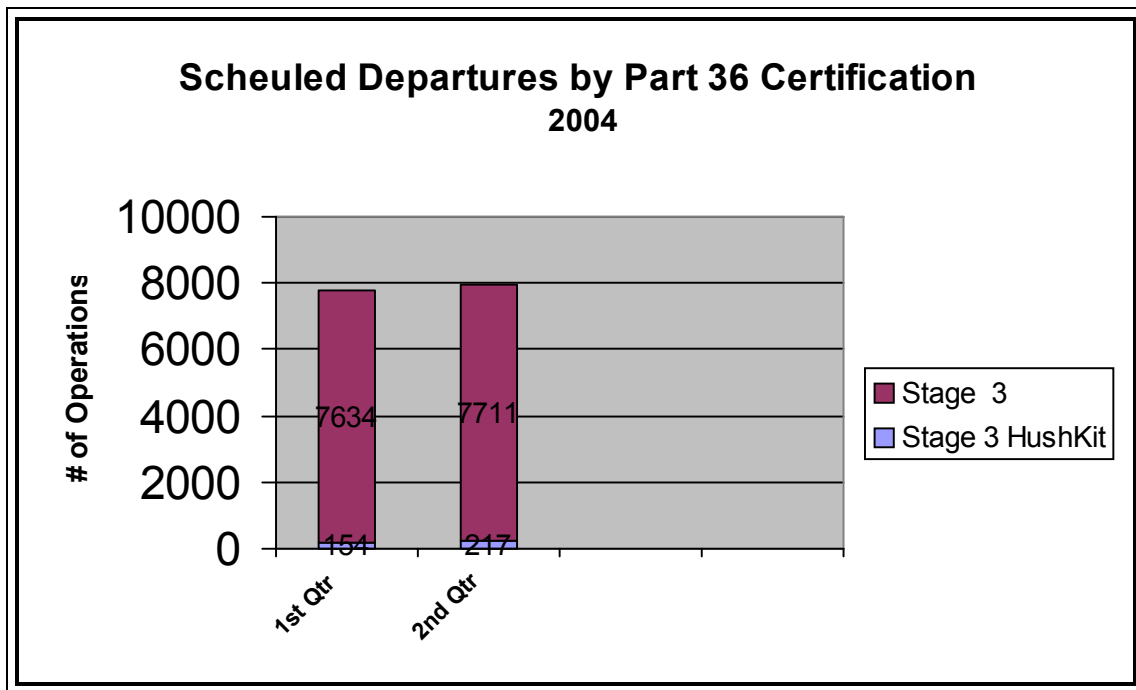
Source: RIAC 2004 Passenger Activity Report

Table 2

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Part 36 Certification

During the 2nd Quarter 2004 there were approximately 7,928 departures of commercial aircraft from T. F. Green Airport (Table 3). This number includes airline, cargo, and charter aircraft operations. The overall percentage of pure Stage 3 aircraft operating at T. F. Green reached an overall high of 97% during this quarter.



Source: RIAC, 2004. Operations include airline, charter and cargo aircraft

Table 3

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The airlines accounted for 7,570 (96%) of the 7,928 commercial departures from T. F. Green Airport, (Table 4). The airlines are operating at 99% pure Stage 3 aircraft and 1% Stage 3 compliant (hushkitted Stage 2 aircraft). There is an average of 83.2 departures a day by all commercial operators. All airline operations are scheduled to occur between 6:00 a.m. and midnight. Table 4 also illustrates each airline's contribution to daily flights and percentage use of the quietest aircraft.

2nd Quarter Airline Departures by Part 36 Certification

Airline	Stage 3 Hushkit		Pure Stage 3		Total Ops	Avg. Daily Departures
	# of Departures	%	# of Departures	%		
American	1	0%	494	100%	495	5.4
Continental	1	1%	749	100%	750	8.2
Delta	0	0%	723	100%	723	7.9
Northwest	11	2%	548	98%	559	6.1
Southwest	0	0%	2654	100%	2654	29.3
US Air	0	0%	1554	100%	1554	17.1
United	0	0%	835	100%	835	9.2
Total	13	1%	7557	99%	7570	83.2

Source: RIAC Airlines Reports, 2004

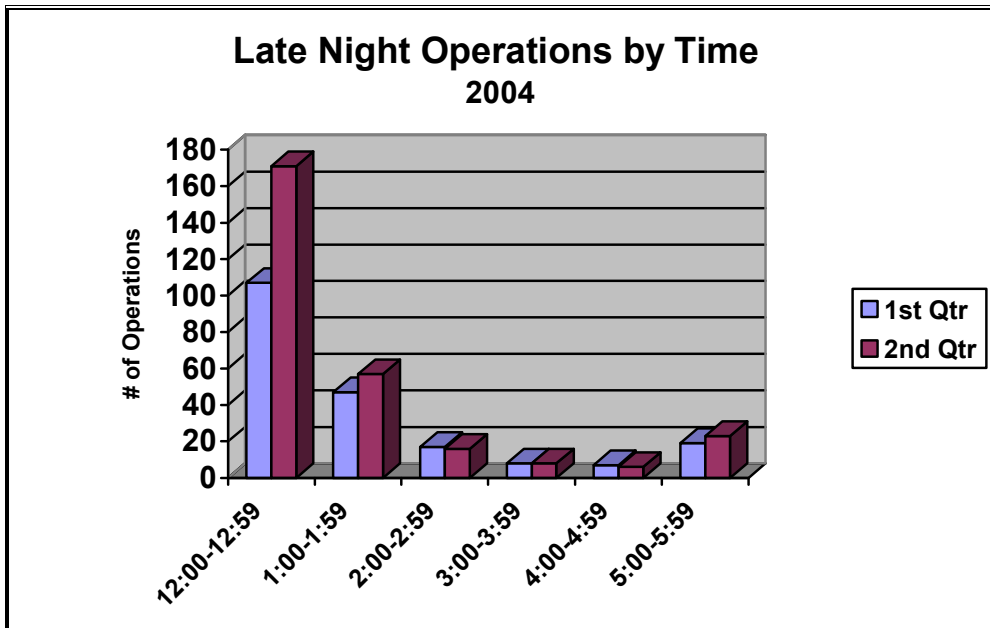
Table 4

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

RIAC has implemented a voluntary nighttime curfew for operations between midnight and 6:00 a.m. Working with the airlines, no flights are scheduled during this time period. However, should a flight be delayed for weather or mechanical reasons, it will continue to operate.

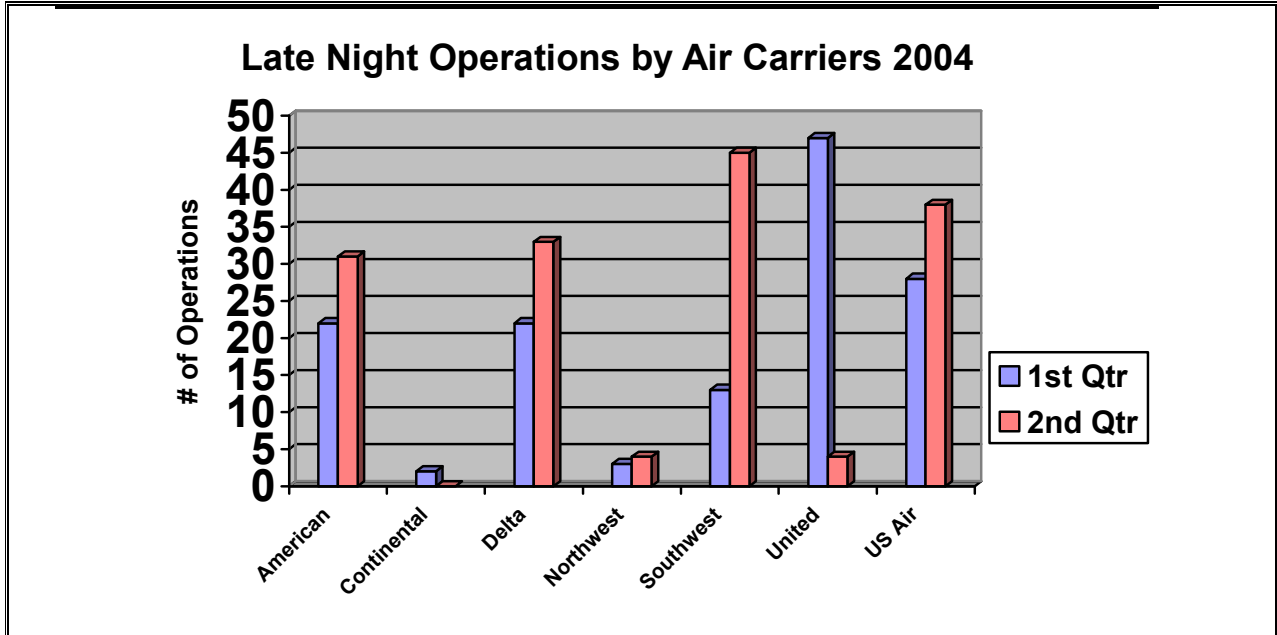
Scheduled commercial airlines conducted the greatest number of late night operations, closely followed by general aviation, (privately owned aircraft). Commercial airlines had 155 operations during curfew hours. The majority of late night operations, 171 or 61%, occurred between midnight and 1:00 a.m. These operations were largely arrivals (Table 5).



Source: RIAC Operations Log, 2004

Table 5

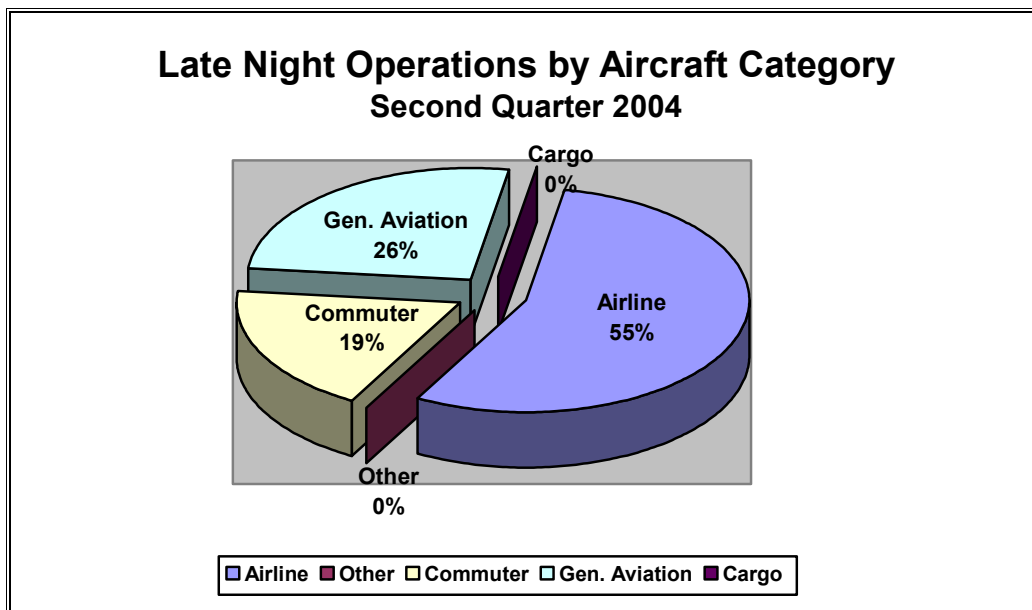
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Source: RIAC Operations Logs, 2004

Table 6

Airline operations comprise 55% of the total nighttime operations. These late night arrivals are predominantly arrivals of delayed flights occurring between midnight and 1:00 a.m. RIAC continues to work with the airlines to decrease the number of late night operations. Delayed flights typically occur because of weather or air traffic delays.



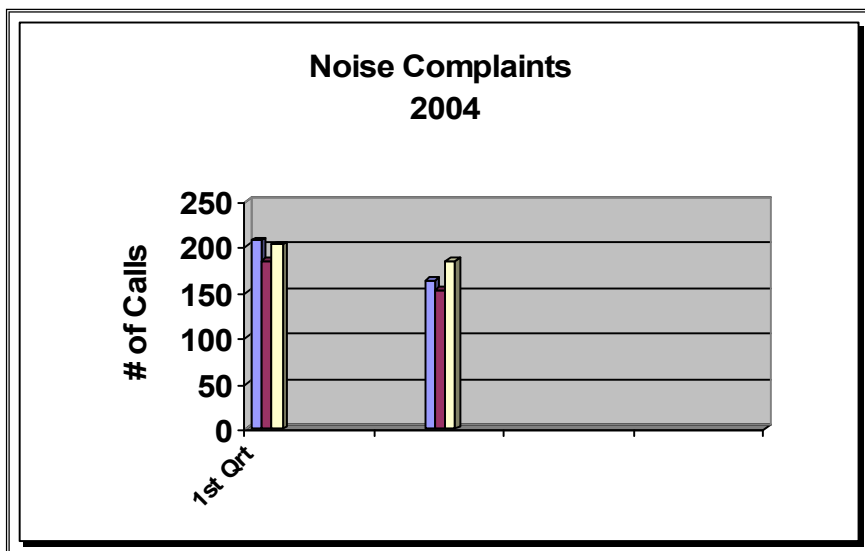
Source: RIAC Operations Logs, 2004

Table 7

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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, submit a complaint via the web page or call the noise office directly.



Source: RIAC Complaints Log, 2004

Table 8

As seen in Table 8, during the Second Quarter 2004, RIAC received 501 complaints from 446 callers. These calls are a compilation of all three complaint methods. 55 complaints or 11% were received from 1 household via our web page.