

Rhode Island Airport Corporation
Aircraft Operations Report
3rd Quarter 2004
(July, August, September)

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 Third 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 the Rhode Island Airport Corporation (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

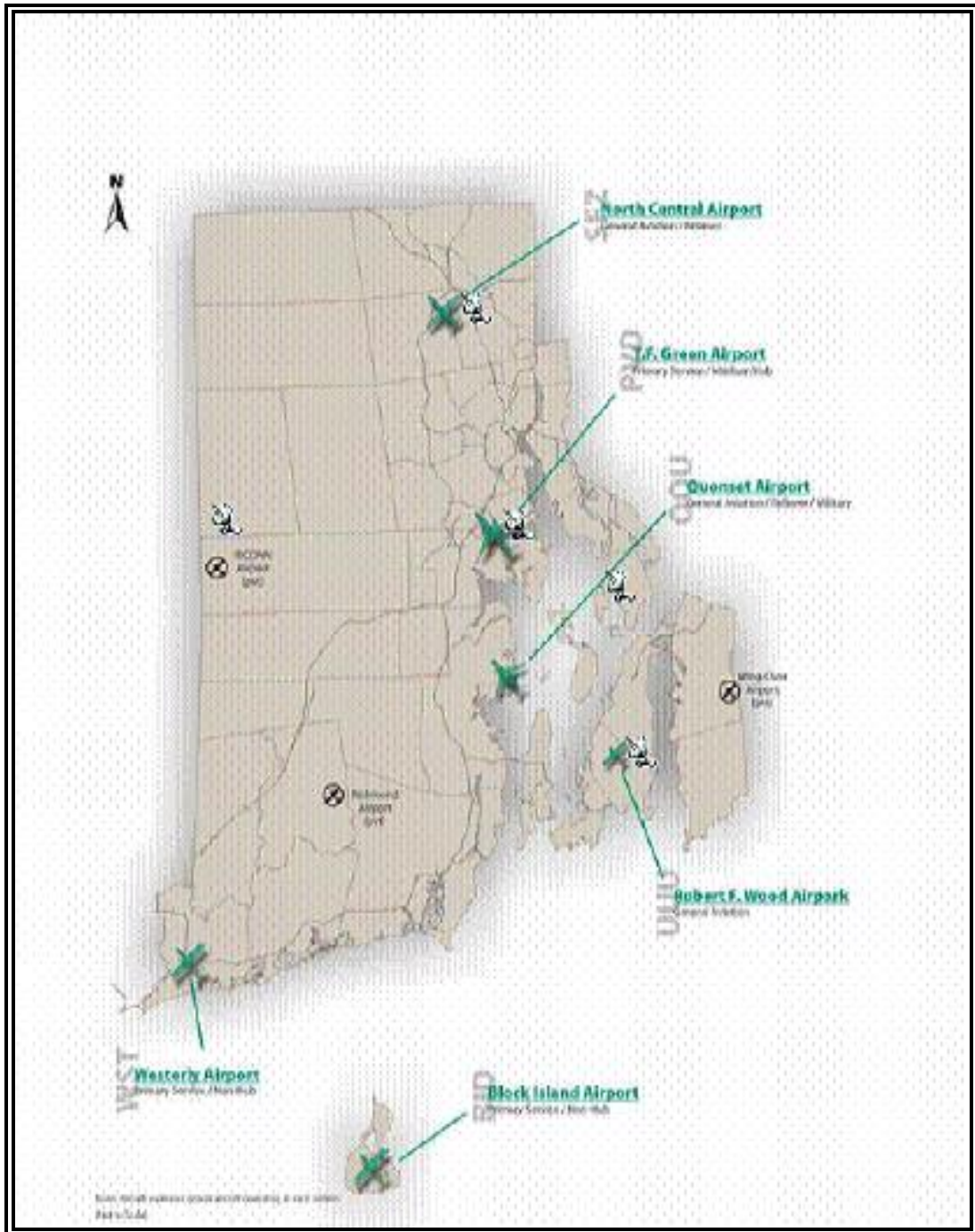


Figure 1

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Operations and Passengers

It is important to note that from July 6, 2004 through October 6, 2004, Runway 16/34 was closed due to resurfacing. The numbers in this quarterly report reflect the runway closure.

As seen in Table 1, the Aircraft Operations Monitoring System (AOMS) collected 20,680 flight tracks during this reporting period. There were 10,195 departures and 10,485 arrivals for an average 225 operations per day.

Total Number of Operations by Runway

Runway	Departures		Arrivals		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
23	5,874	.576	6,481	.618	12,355	.598
5	3,948	.387	3,951	.377	7,899	.382
16	78	.008	31	.003	109	.005
34	295	.029	22	.002	317	.015
Total	10,195	100%	10,485	100%	20,680	100%

Table 1

Departures occurred predominantly to the south on Runway 23 with the majority of the arrivals from the north on Runway 23. Due to the prevailing summer winds, Runway 23 was in use 60% 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

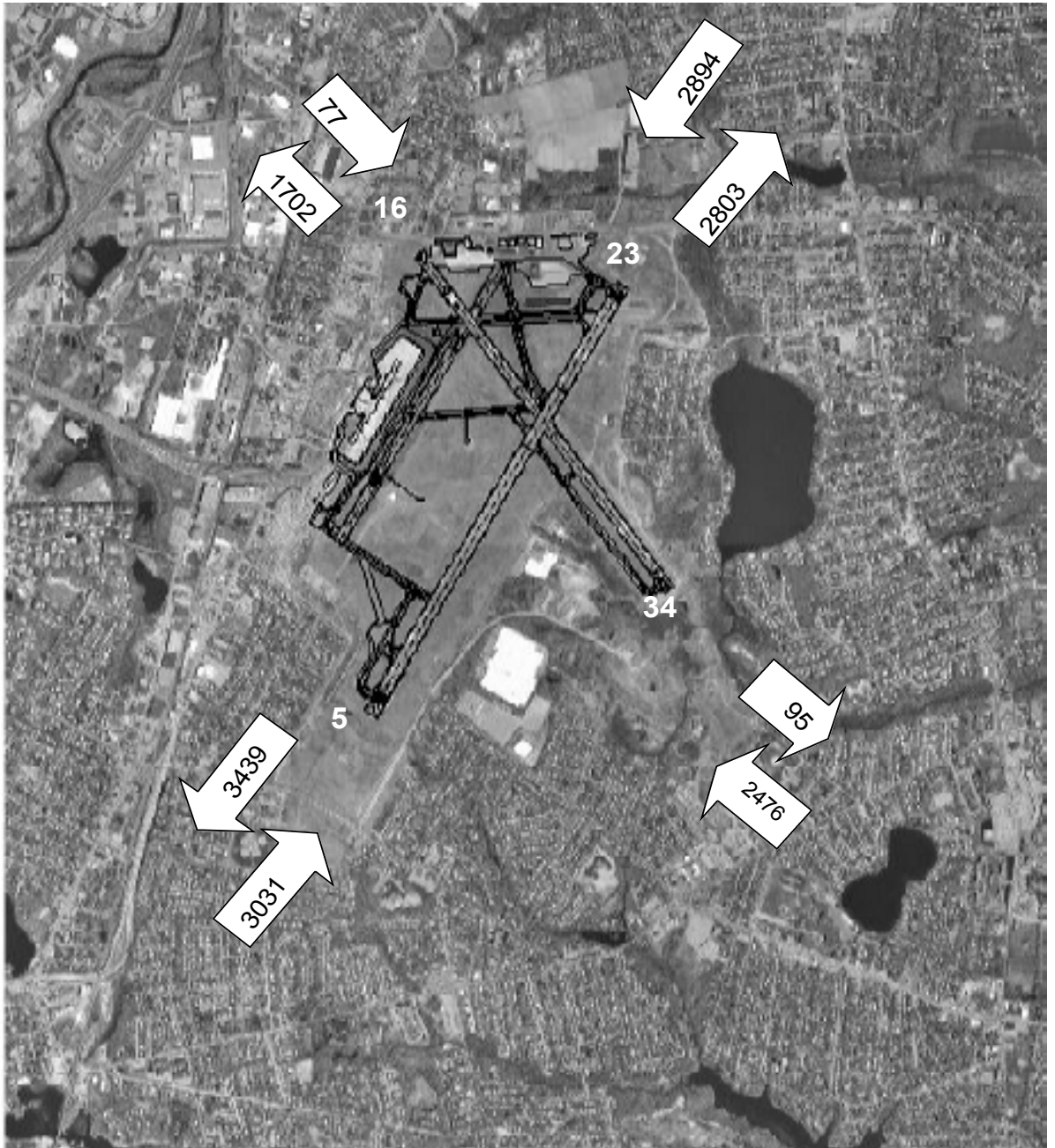
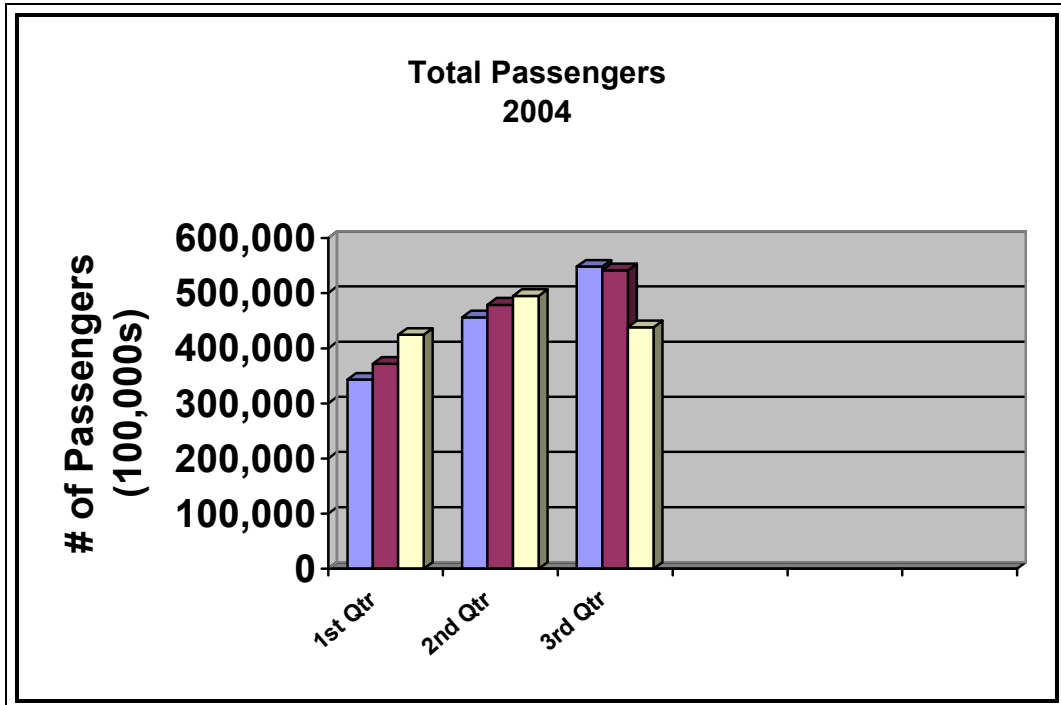


Figure 2

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In the 3rd Quarter of 2004, T.F. Green served approximately 1,527,360 passengers. September at 438,113 reflects 29% usage and July with a total of 548,030 reflects a high of 36% 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.



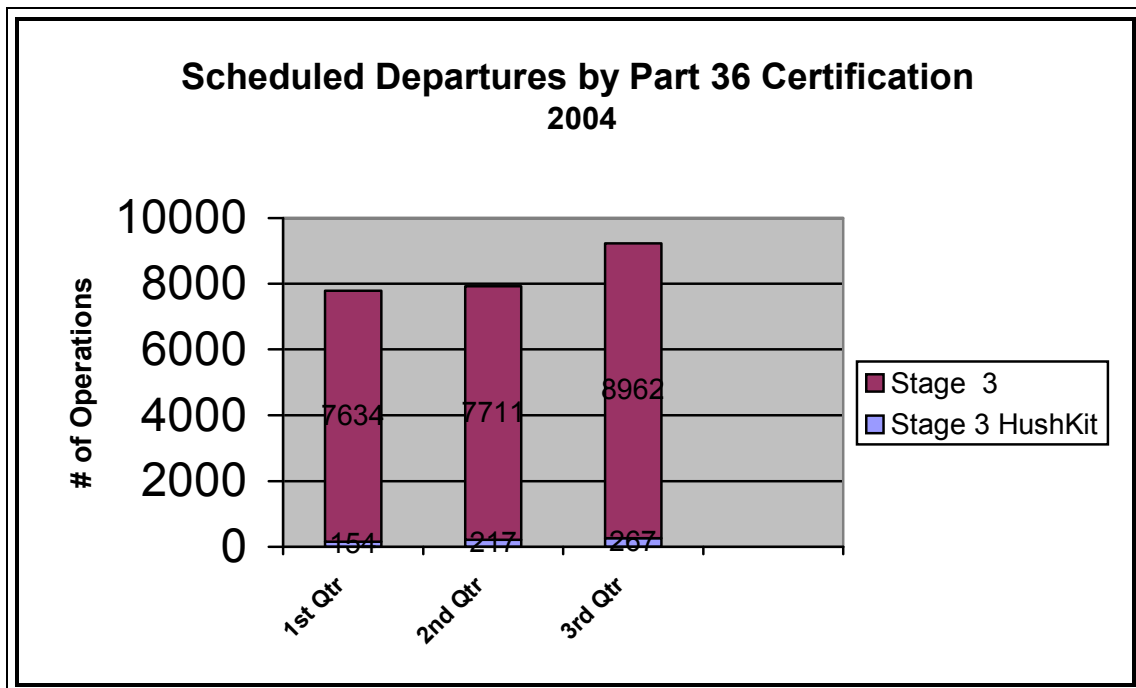
Source: RIAC 2004 Passenger Activity Report

Table 2

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Part 36 Certification

During the 3rd Quarter of 2004 there were approximately 9,229 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 8,787 (99%) of the 8,841 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 96 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.

3rd Quarter Airline Departures by Part 36 Certification

Airline	Stage 3 Hushkit		Pure Stage 3		Total Ops	Avg. Daily Departures
	# of Departures	%	# of Departures	%		
American	0	0%	826	100%	826	9.0
Continental	54	8%	623	92%	677	7.4
Delta	0	0%	731	100%	731	7.9
Independence	0	0%	308	100%	308	3.3
Northwest	0	0%	602	100%	602	6.5
Southwest	0	0%	2871	100%	2871	31.2
US Air	0	0%	1713	100%	1713	18.6
United	0	0%	1113	100%	1113	12.1
Total	54	1%	8787	99%	8841	96.1

Source: RIAC Airlines Reports, 2004

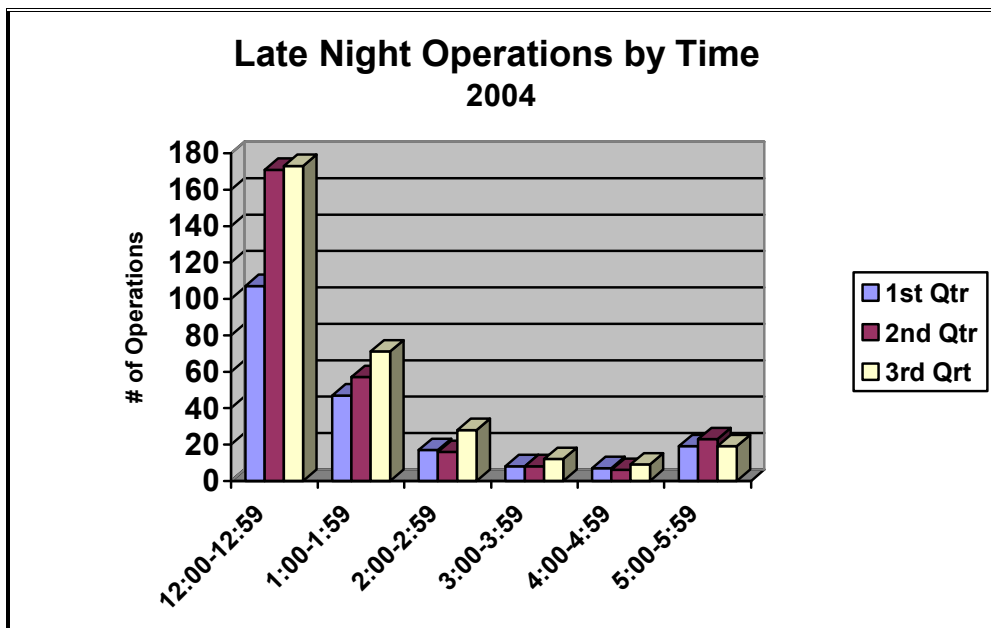
Table 4

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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.

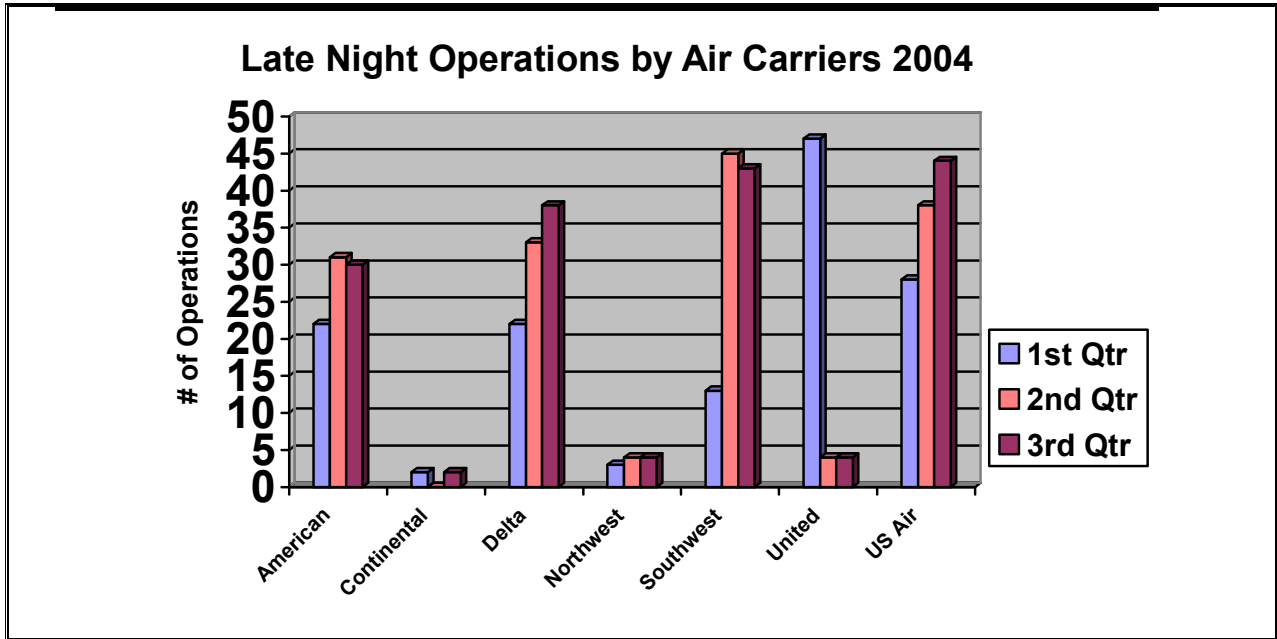
Scheduled commercial airlines conducted the greatest number of late night operations, closely followed by general aviation, (privately owned aircraft). Commercial airlines had 165 operations during curfew hours. The majority of late night operations, 173 or 55%, occurred between midnight and 1:00 a.m. These operations were largely arrivals (Table 5).



Source: RIAC Operations Log, 2004

Table 5

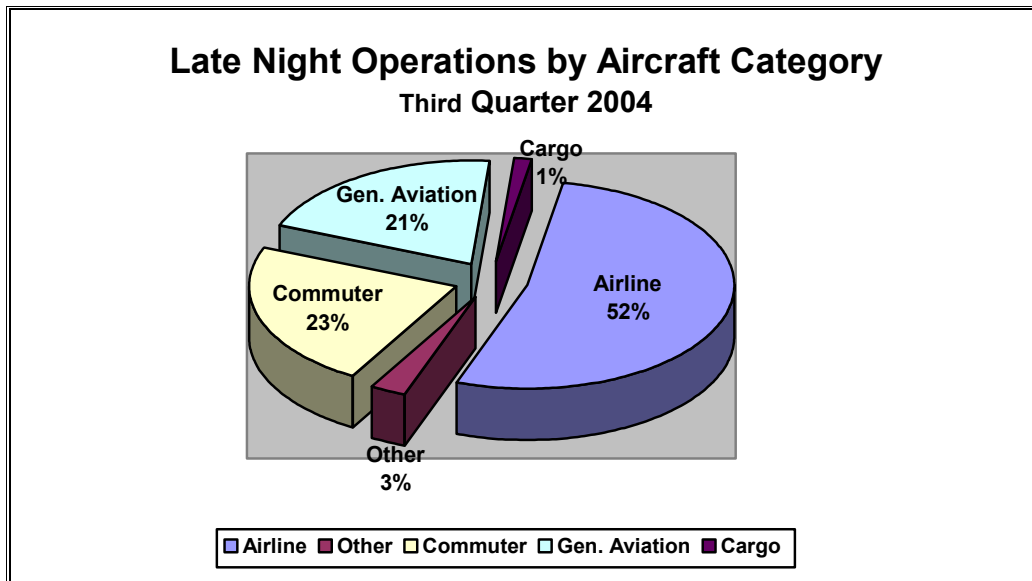
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Source: RIAC Operations Logs, 2004

Table 6

Airline operations comprise 52% 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.



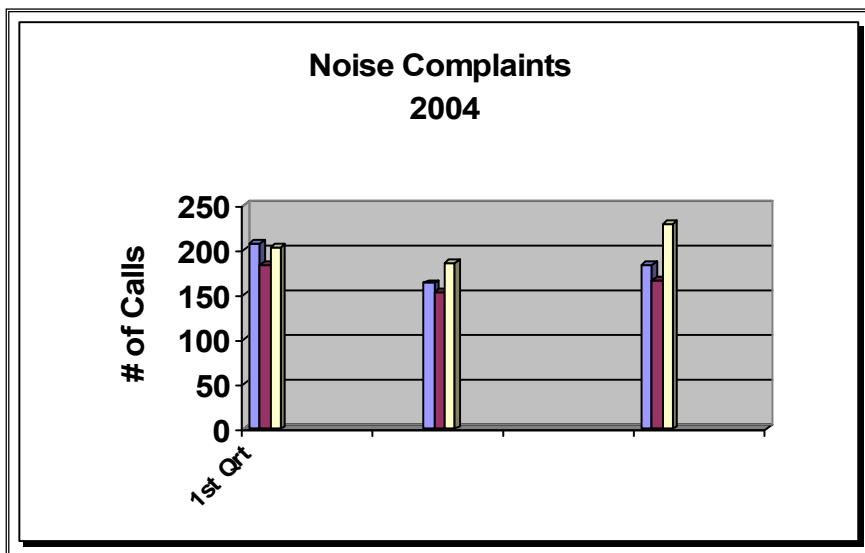
Source: RIAC Operations Logs, 2004

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 Third Quarter 2004, RIAC received 580 complaints from 435 callers. These calls are a compilation of all three complaint methods. 145 complaints or 25% were received from 1 household via our web page.