



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

***3rd Quarter 2018***

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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 Third Quarter, 2018.

T. F. Green 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 is utilized as weather conditions dictate.

T. F. Green 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 Rhode Island Airport Corporation, T. F. Green 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 procedures for turbojet aircraft.

In June 2000, the FAA approved these new procedures and the local air traffic control tower implemented 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 Rhode Island Airport Corporation (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.

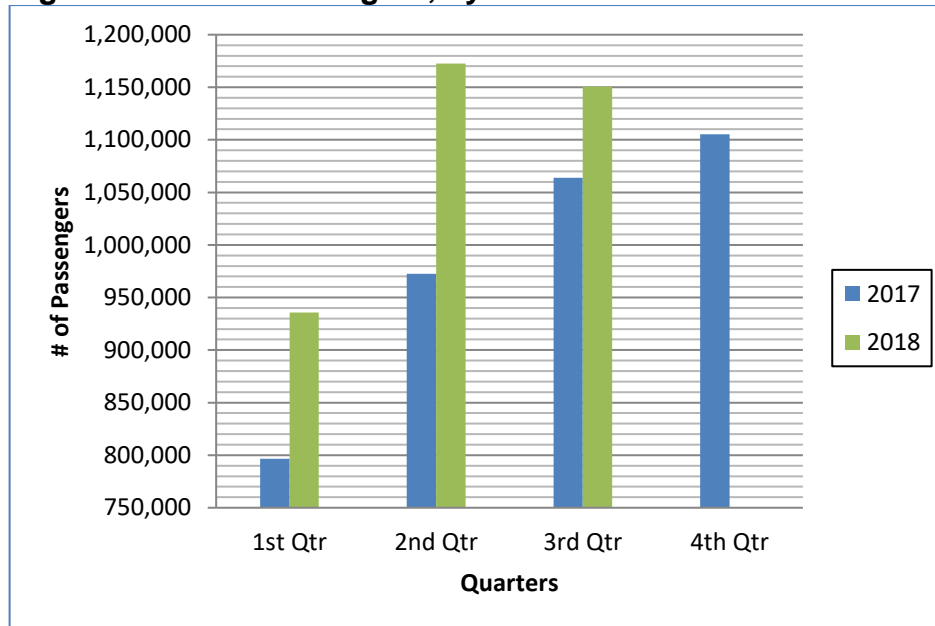


## **Passenger Activity**

Airports use two 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 T. F. Green Airport in the Third Quarter of 2018.

T. F. Green served approximately 1,150,621 passengers during the Third Quarter. Figure 1 shows the number of passengers that have utilized the airport via scheduled air carriers, commuter and charter flights since 2017.

**Figure 1: Total Passengers, by Quarter**



Source: RIAC 2017-2018 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 T. F. Green 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 two runways at T. F. Green, 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 17,298 flight tracks during this period. There were 8,621 departures and 8,677 arrivals for an average of 194 operations per day. Table 1 depicts aircraft operations by runway and operation type.<sup>1</sup>

**Table 1: Total AOMS Operations by Runway, 3rd Quarter 2018<sup>2</sup>**

Runway	Arrivals		Departures		Total	
	# of Ops	%	# of Ops	%	# of Ops	%
5	2,970	34%	3,001	35%	5,971	35%
16	219	3%	224	3%	443	3%
23	5,197	60%	5,222	61%	10,419	60%
34	291	3%	174	2%	465	3%
Total	<b>8,677</b>	<b>100%</b>	<b>8,621</b>	<b>100%</b>	<b>17,298</b>	<b>100%</b>

Source: RIAC 2018 Aircraft Operations Monitoring System

<sup>1</sup> Detailed record of operations by aircraft type and time of day can be found on T.F. Green Airport's website, [www.pvdairport.com](http://www.pvdairport.com), listed under Quarterly Aircraft Operations Report, Runway Operations Data 3rd Quarter 2018.

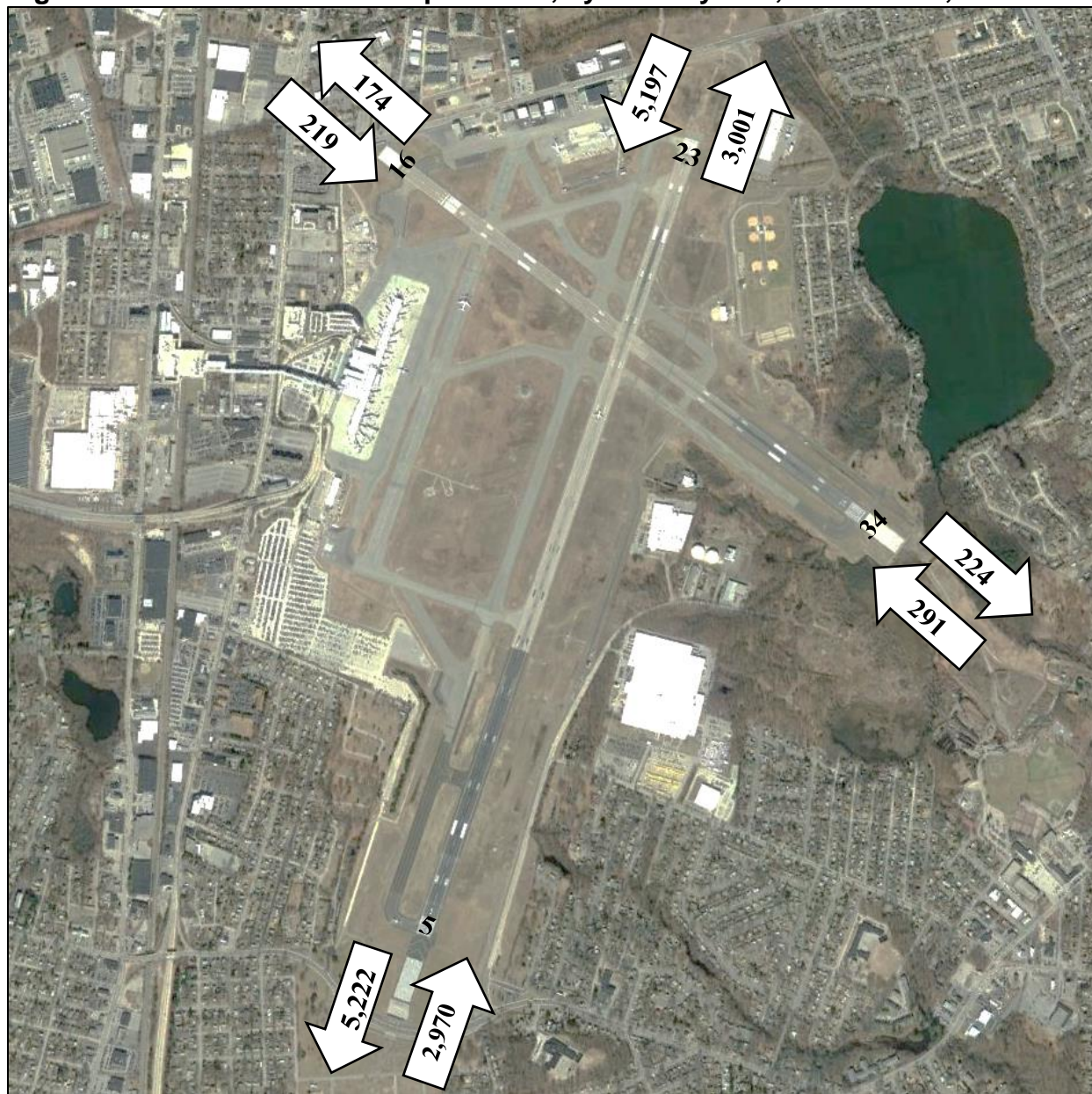
<sup>2</sup> The aggregate number of aircraft operations reported by the FAA for the 3rd Quarter 2018 was 18,333.





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

**Figure 2: Aerial View of Total Operations, by Runway End, 3rd Quarter, 2018**



Source: RIAC, Airline Activity Reports and Aircraft Operations Monitoring System 2018

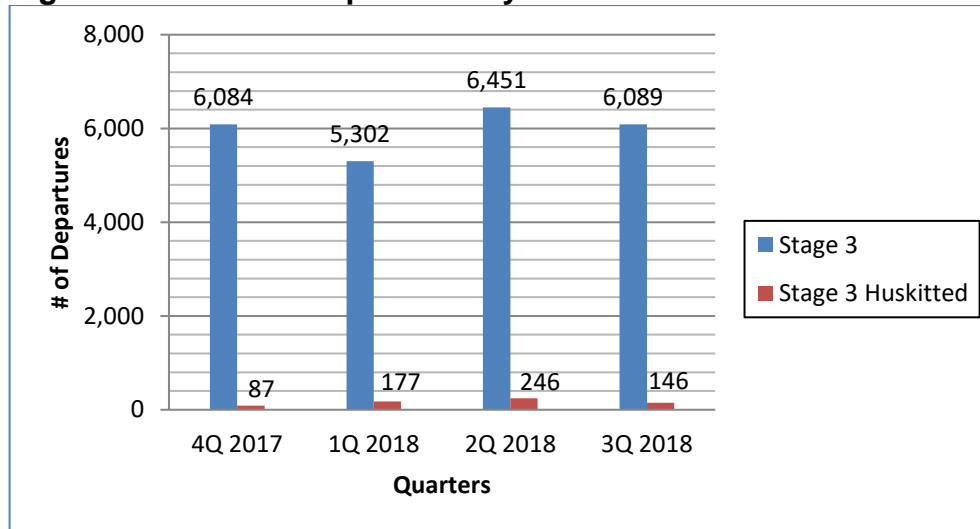


The balance of this report will focus the scheduled commercial aircraft and cargo operations.

### **Part 36 Certification**

During the Third Quarter of 2018 there were approximately 6,089 total departures of commercial aircraft from T. F. Green Airport, approximately 68 operations per day. Of the 6,089 departures, 5,589 consisted of jet aircraft with Stage 3 and Stage 3 Hushkitted engines, as shown in Figure 3. The overall percentage of pure Stage 3 aircraft operating at T. F. Green Airport was at 92%.

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



The scheduled airlines (air carrier and commuter) accounted for 5,556 (91%) of the 6,089 commercial departures from T. F. Green Airport. The majority of airlines are operating at 100% pure Stage 3 aircraft. One airline is still utilizing a Stage 3 Hushkitted Aircraft for a portion of their service. Table 2 illustrates each scheduled air carrier's contribution to daily flights and percentage use of the quietest aircraft.



**Table 2: Airline Departures, by Part 36 Certification, 3rd Quarter 2018**

Airline	Stage 3 Hushkitted Aircraft		Pure Stage 3 Aircraft		Total Operations	Avg. Daily Departures
	# of Departures	%	# of Departures	%		
Air Canada			90	100%	90	1
Allegiant Airlines			50	100%	50	.5
American Airlines			1,662	100%	1,662	18
Azores Airlines			13	100%	13	.1
Delta	146	25%	449	75%	595	6
Frontier Airlines			294	100%	294	3
JetBlue			207	100%	207	2
Norwegian Airlines			229	100%	229	2
Southwest Airlines			1,629	100%	1,629	18
Swift Air			6	100%	6	.06
United Airlines			781	100%	781	8
<b>Total</b>		<b>8%</b>	<b>5,410</b>	<b>92%</b>	<b>5,556</b>	<b>59</b>

Source: RIAC Air Carrier Reports, 2018

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

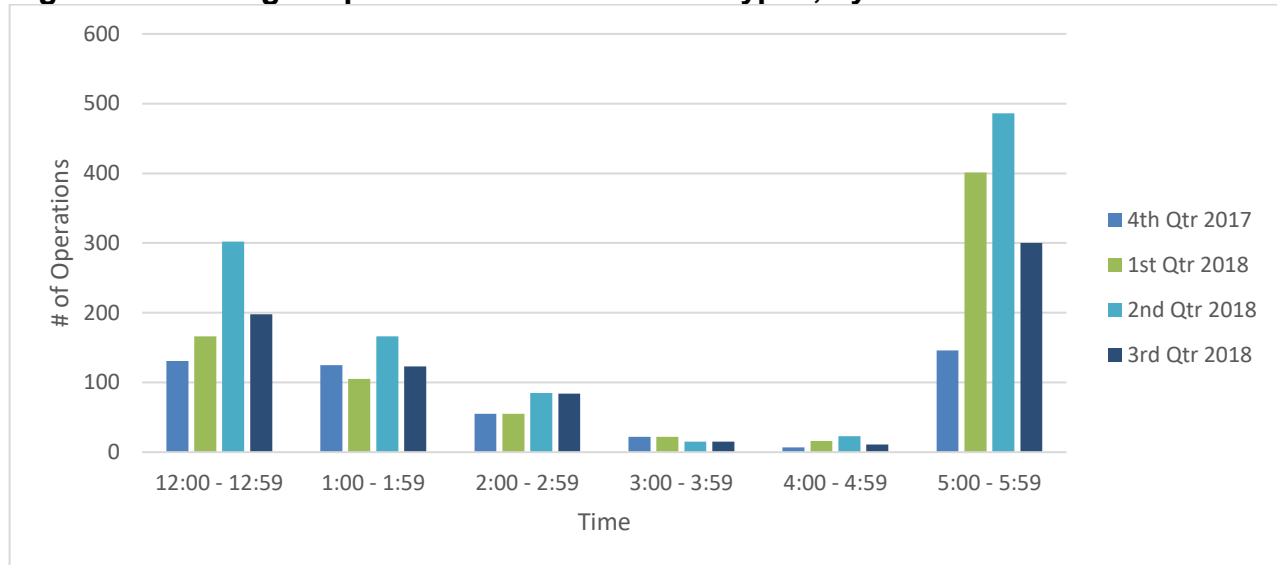
RIAC has implemented a voluntary nighttime curfew for operations between midnight and 6:00 a.m. However, should a flight be delayed for weather, operational or mechanical reasons, it will continue to operate so that passengers will not be unduly disrupted.

Airline operations constituted the largest number of late night operations during this quarter with 580 operations out of an overall total of 731 operations. Late night general aviation operations totaled 79 operations with commuter operations next at 72 total operations. Of the late night operations, 198 occurred between midnight and 1:00 a.m. and 300 occurred between 5:00 a.m. and 5:59 a.m. (Figure 4).





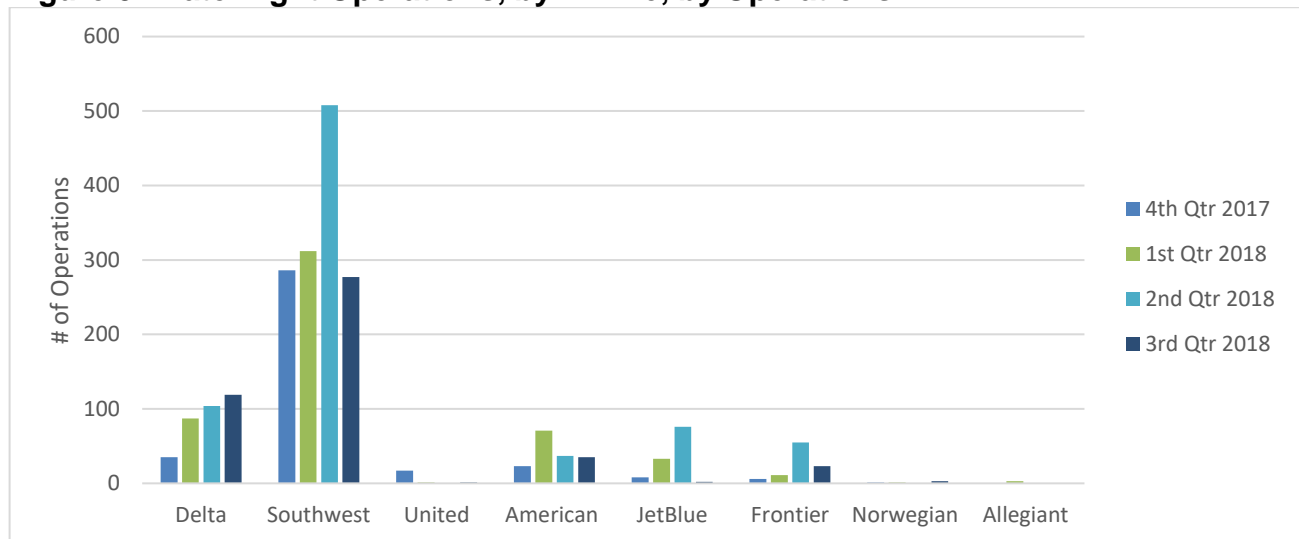
**Figure 4: Late Night Operations for All Aircraft Types, by Time**



Source: RIAC Operations Logs & Operations Monitoring System 2017-2018

Late night arrivals are predominantly arrivals occurring between midnight and 1:59 a.m. and departures between 5:00 a.m. and 5:59 a.m.

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

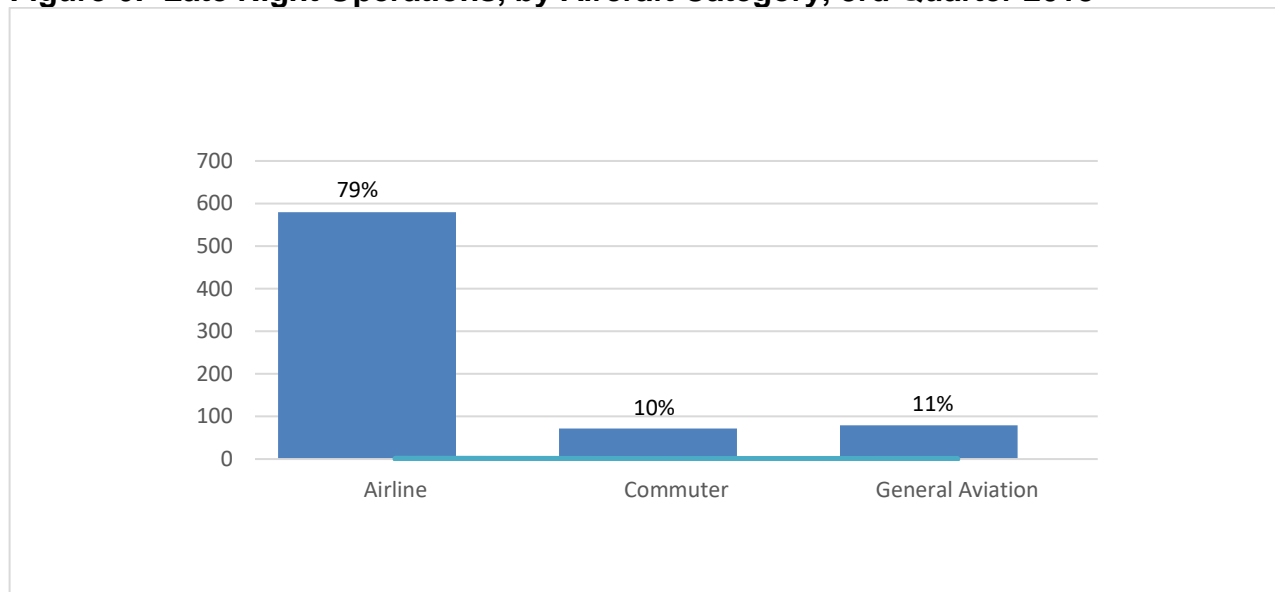


Source: RIAC Operations Logs & Operations Monitoring System 2017-2018

As shown in Figure 5, Southwest Airlines and Delta 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 T. F. Green. The majority of these operations were arrivals of delayed flights attributed to weather or air traffic delays at the originating airports. Airline operations account for 79% of the late night operations, as depicted in Figure 6.



**Figure 6: Late Night Operations, by Aircraft Category, 3rd Quarter 2018**



Source: RIAC Operations Logs 2018

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

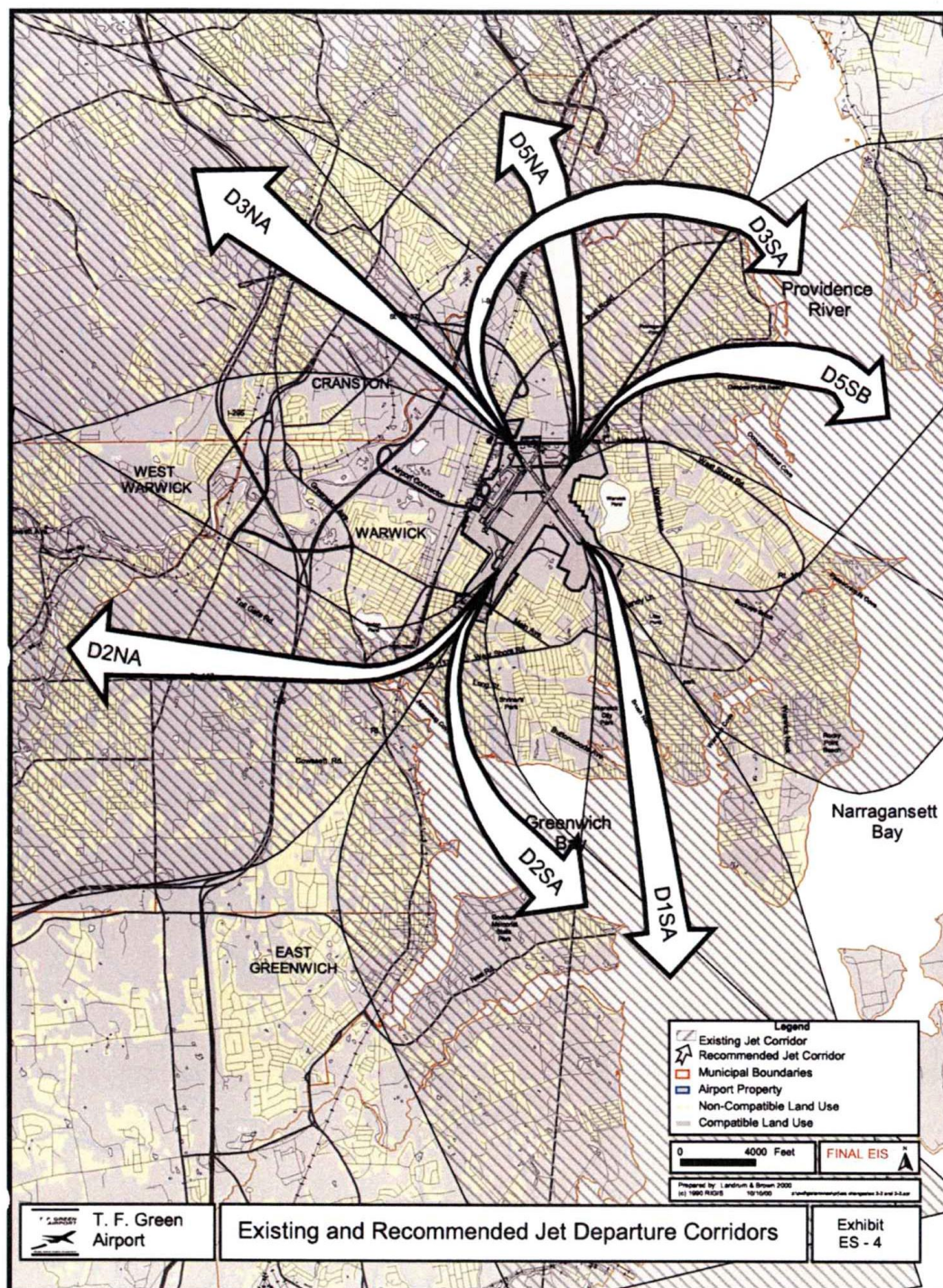
The first Part 150 Study and Noise Exposure Map (NEM) were approved by the FAA for T. F. Green Airport in 1986. The NEM has been updated several times, most recently in 2010 as part of the Environmental Impact Statement for the Airport Improvement Program (AIP) approved in the Record of Decision (ROD)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

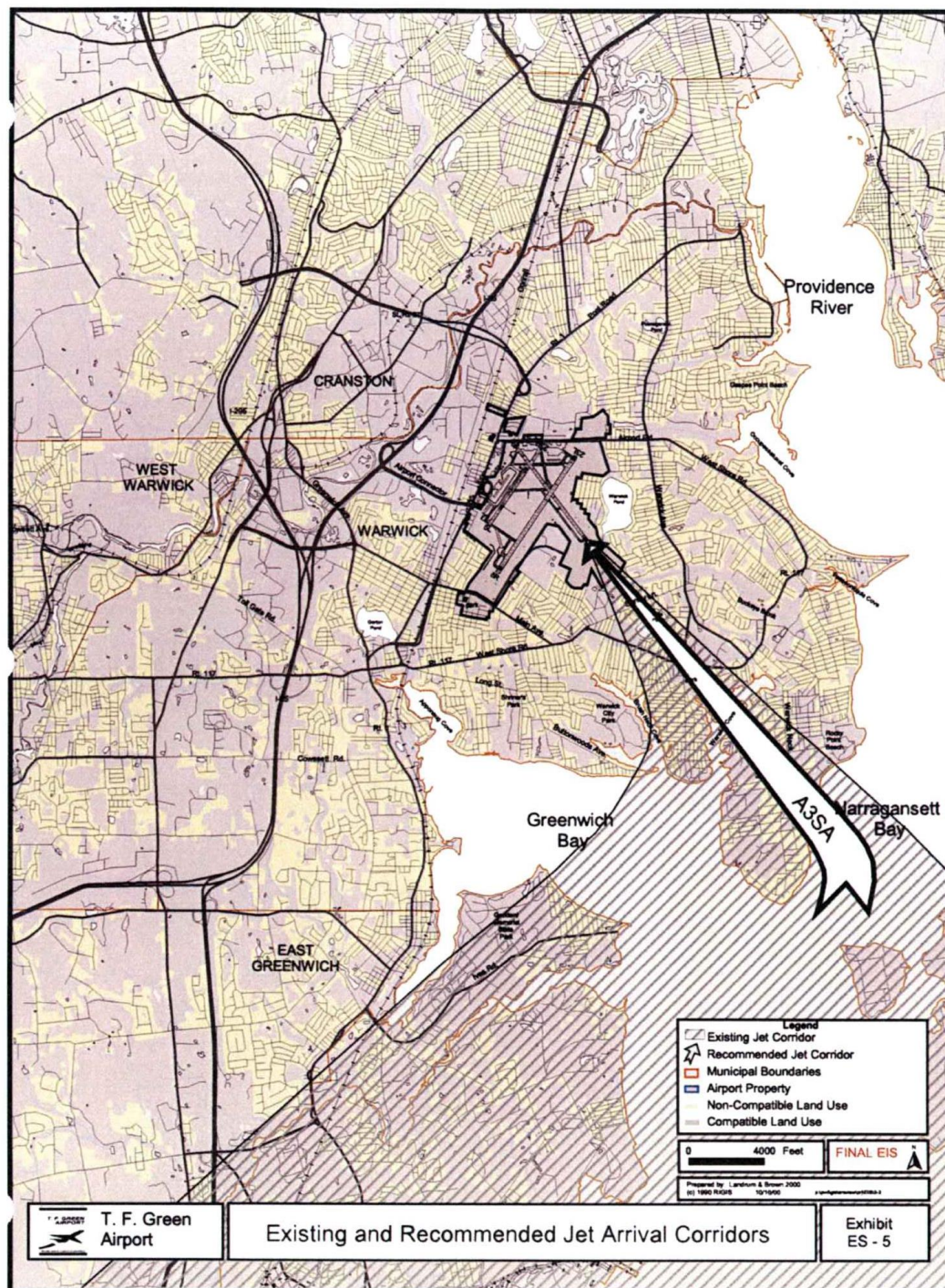


Source: FAA, EIS for T. F. Green Air Traffic Control Noise Abatement Procedures, 2000. FAA approved Noise Abatement Measures 2000.





**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 utilizing the Aircraft Operations Monitoring System. Overall compliance with noise corridors by the air carriers is 88%. Overall cargo carrier compliance in maintaining the aircraft's departure flight track within the corridors is 88%.

**Table 3: Noise Abatement Departure Corridor Total Compliance by Airline, 3rd Quarter 2018, All Runways**

Airline	Departures					Deviations <sup>3</sup>	Percentage of Compliance
	RW 5	RW 23	RW 16	RW 34	Total Flight Tracks		
Allegiant Airlines	15	37	0	0	52	9	83%
Air Canada	38	52	0	0	90	5	94%
American Airlines	616	1,014	0	20	1,650	165	90%
Azores Airlines	4	9	0	0	13	3	77%
Delta Airlines	251	412	1	6	670	42	94%
Frontier Airlines	95	191	0	2	288	39	86%
JetBlue Airlines	74	132	0	0	206	31	85%
Miami Air International	0	4	0	0	4	0	100%
Norwegian Airlines	72	150	0	0	222	126	43%
Other – General Aviation	278	554	4	23	859	128	85%
Southwest Airlines	580	1,002	15	15	1,612	133	92%
Sun County Airlines	0	2	0	0	2	1	50%
Swift Air	2	6	0	0	8	0	100%
Team 125	4	3	0	0	7	1	86%
United Airlines	266	436	0	9	711	69	90%
<b>Total Air Carriers</b>	<b>2,295</b>	<b>4,004</b>	<b>20</b>	<b>75</b>	<b>6,394</b>	<b>752</b>	<b>88%</b>
<b>Cargo Carriers</b>							
ABX Air	8	24	0	0	32	1	97%
Atlas Air	8	23	0	0	31	2	94%
FedEx	20	42	0	0	62	9	85%
UPS	15	40	0	0	55	5	91%
<b>Total Cargo Carriers</b>	<b>51</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>17</b>	<b>91%</b>
<b>Total</b>	<b>2,346</b>	<b>4,133</b>	<b>20</b>	<b>75</b>	<b>6,574</b>	<b>769</b>	<b>88%</b>

Source: RIAC, Aircraft Operations Monitoring System, 2018

<sup>3</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. 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 2018**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Allegiant Airlines	13	3	77%	2	1	50%	73%
Air Canada	38	3	92%	0	0	N/A	92%
American Airlines	280	12	96%	336	24	93%	94%
Azores Airlines	0	0	N/A	4	2	50%	50%
Delta Airlines	241	16	93%	10	0	100%	94%
Frontier Airlines	54	4	93%	41	1	98%	95%
JetBlue Airlines	23	1	96%	51	6	88%	91%
Norwegian Airlines	13	13	0%	59	5	92%	75%
Other – General Aviation	203	27	87%	75	15	80%	85%
Southwest Airlines	384	13	97%	196	13	93%	96%
Swift Air	1	0	100%	1	0	100%	100%
Team 125	4	0	100%	0	0	N/A	100%
United Airlines	264	24	91%	2	0	100%	91%
Total Air Carriers	1,518	116	92%	777	67	91%	92%
Cargo Carriers							
ABX Air	8	0	100%	0	0	N/A	100%
Atlas Air	8	1	88%	0	0	N/A	88%
Federal Express	20	5	75%	0	0	N/A	75%
UPS	15	3	80%	0	0	N/A	80%
Total Cargo Carriers	51	9	82%	0	0	N/A	82%
Total	1,569	125	92%	777	67	91%	92%

Source: RIAC, Aircraft Operations Monitoring System, 2018

**Table 5: Noise Abatement Departure Corridor Compliance for Runway 23, by Airline, 3rd Quarter 2018**

Airline	Northbound Departures			Southbound Departures			Total Corridor Compliance
	Total Departures	# of Deviations	% of Compliance	Total Departures	# of Deviations	% of Compliance	
Air Carriers							
Allegiant Airlines	25	3	88%	12	2	83%	86%
Air Canada	52	2	96%	0	0	N/A	96%
American Airlines	447	36	92%	567	87	85%	88%
Azores Airlines	1	1	0%	8	0	100%	89%
Delta Airlines	387	18	95%	25	7	72%	94%
Frontier Airlines	98	7	93%	93	27	71%	82%
JetBlue Airlines	21	1	95%	111	23	79%	82%
Miami Air International	1	0	100%	3	0	100%	100%
Norwegian Airlines	43	41	5%	107	67	37%	28%
Other – General Aviation	396	46	88%	158	32	80%	86%
Southwest Airlines	569	33	94%	433	73	83%	89%
Swift Air	3	0	100%	3	0	N/A	100%
Sun County Airlines	2	1	50%	0	0	N/A	50%
Team 125	3	1	67%	0	0	N/A	67%
United Airlines	422	40	91%	14	3	79%	90%
Total Air Carriers	2,470	230	91%	1,534	321	79%	86%
Cargo Carriers							
ABX Air	24	1	96%	0	0	N/A	96%
Atlas Air	21	1	95%	2	0	100%	96%
Federal Express	40	4	90%	2	0	100%	90%
UPS	40	2	95%	0	0	N/A	95%
Total Cargo Carriers	125	8	94%	4	0	100%	94%
Total	2,595	238	91%	1,538	321	79%	86%

Source: RIAC, Aircraft Operations Monitoring System, 2018

**Table 6: Noise Abatement Departure Corridor Compliance for Runway 34, by Airline, 3rd Quarter 2018**

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	5	55%	9	1	89%	70%
Delta Airlines	6	1	83%	0	0	N/A	83%
Frontier Airlines	2	0	100%	0	0	N/A	100%
Other – General Aviation	16	2	88%	7	3	57%	78%
Southwest Airlines	8	0	100%	7	0	100%	100%
United Airlines	9	2	78%	0	0	N/A	78%
Total Air Carriers	52	10	81%	23	4	83%	81%
Cargo Carriers							
ABX Air	0	0	N/A	N/A	N/A	N/A	N/A
Atlas Air	0	0	N/A	N/A	N/A	N/A	N/A
Federal Express	0	0	N/A	N/A	N/A	N/A	N/A
UPS	0	0	N/A	N/A	N/A	N/A	N/A
Total Cargo Carriers	0	0	0	0	0	N/A	N/A
Total	52	10	81%	23	4	83%	81%

Source: RIAC, Aircraft Operations Monitoring System, 2018

**Table 7: Noise Abatement Departure Corridor Compliance for Runway 16, by Airline, 3rd Quarter 2018**

Airline	Departures		
	Total Departures	# of Deviations	% of Compliance
<b>Air Carriers</b>			
Delta	1	0	100%
Other – General Aviation	4	3	25%
Southwest	15	1	93%
<b>Total Air Carriers</b>	<b>20</b>	<b>4</b>	<b>80%</b>
<b>Cargo Carriers</b>			
FedEx	0	0	N/A
UPS	0	0	N/A
<b>Total Cargo Carriers</b>	<b>0</b>	<b>0</b>	<b>N/A</b>
<b>Total</b>	<b>20</b>	<b>4</b>	<b>80%</b>

Source: RIAC, Aircraft Operations Monitoring System, 2018

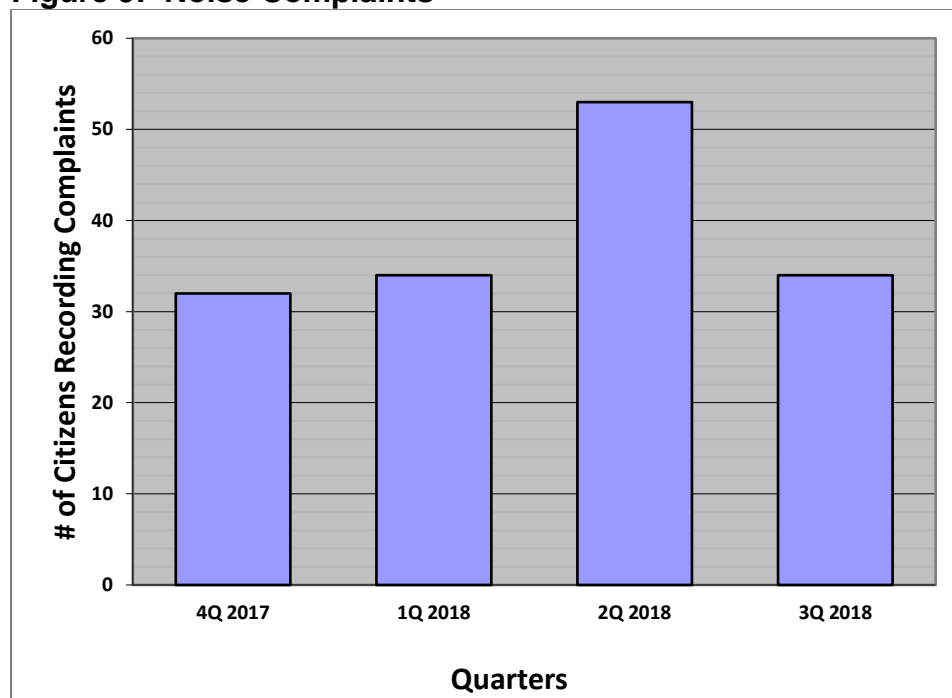




## **Noise Complaints**

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.

**Figure 9: Noise Complaints**



Source: RIAC Noise Hotline & Website/Email Portal 2018

As seen in Figure 9, during the Third Quarter 2018, RIAC received complaints from 34 citizens. The total number of complaints from the 34 citizens was 44.



APPENDIX A:

**Air Carriers**

<b>Air Canada</b>				
<b>Deviations</b>				<b>5</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
7/12/2018	12:31 PM	5	GGN7379	CRJ2
7/18/2018	12:06 PM	5	GGN7379	CRJ2
8/17/2018	12:02 PM	23	GGN7379	CRJ1
9/17/2018	12:12 PM	23	GGN7379	CRJ2
9/24/2018	11:59 AM	5	GGN7379	CRJ2

<b>Allegiant Air</b>				
<b>Deviations</b>				<b>9</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
7/9/2018	11:30 AM	23	AAY1357	A320
7/18/2018	10:33 AM	5	AAY1603	A320
7/27/2018	11:28 AM	23	AAY1357	A320
8/10/2018	9:03 PM	5	AAY927	A320
8/13/2018	9:23 PM	5	AAY927	A319
8/20/2018	11:29 AM	5	AAY927	A319
8/22/2018	11:13 AM	23	AAY1603	A320
8/25/2018	6:24 PM	23	AAY1603	A320
9/3/2018	6:39 PM	23	AAY927	A320

<b>American Airlines</b>				
<b>Deviations</b>				<b>165</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
7/14/2018	5:25 PM	23	ENY3649	CRJ7
7/18/2018	7:02 AM	5	ENY3410	E170
7/20/2018	6:00 PM	23	ENY3649	E170
8/6/2018	7:13 AM	23	ENY3410	E170
8/9/2018	7:06 AM	23	ENY3410	E170



American Airlines		Deviations			165
Date:	Time	RWY	Flight ID	ACType	
8/14/2018	5:34 PM	23	ENY3649	E170	
8/23/2018	7:16 AM	5	ENY3410	E170	
8/27/2018	5:01 PM	23	ENY3649	E170	
8/29/2018	7:08 AM	23	ENY3410	E170	
9/13/2018	5:03 PM	5	ENY3649	E170	
9/18/2018	7:29 AM	23	ENY3410	E170	
7/3/2018	12:42 PM	23	RPA4442	E75L	
7/5/2018	7:07 AM	23	RPA4649	E75S	
7/6/2018	12:37 PM	23	RPA4718	E75S	
7/6/2018	3:35 PM	23	RPA4548	E75S	
7/9/2018	11:21 AM	23	RPA4718	E75S	
7/16/2018	1:01 PM	23	RPA4433	E75S	
7/20/2018	1:45 PM	23	RPA4424	E75S	
7/21/2018	3:23 PM	5	RPA4548	E75S	
7/23/2018	12:42 PM	23	RPA4718	E75S	
7/27/2018	11:15 AM	23	RPA4718	E75S	
7/30/2018	1:22 PM	23	RPA4424	E75S	
8/1/2018	12:12 PM	23	RPA4433	E75S	
8/3/2018	8:58 PM	23	RPA9900	E75S	
8/6/2018	1:41 PM	23	RPA4424	E75S	
8/6/2018	2:32 PM	23	RPA4548	E75S	
8/7/2018	11:21 AM	23	RPA4718	E75S	
8/8/2018	11:24 AM	23	RPA4718	E75S	
8/9/2018	1:06 PM	23	RPA4433	E75S	
8/10/2018	1:15 PM	23	RPA4433	E75S	
8/14/2018	2:46 PM	23	RPA4548	E75S	
8/15/2018	2:34 PM	34	RPA4548	E75S	
9/8/2018	5:11 PM	5	RPA4435	E75L	
9/17/2018	1:47 PM	23	RPA4424	E75S	
9/28/2018	1:38 PM	5	RPA4424	E75S	
7/1/2018	7:10 PM	23	LOF4241	E145	
7/6/2018	8:33 PM	34	LOF4243	E145	



American Airlines		Deviations			165
Date:	Time	RWY	Flight ID	ACType	
7/6/2018	5:24 PM	23	LOF4241	E145	
7/15/2018	9:13 PM	23	LOF4243	E145	
7/16/2018	5:34 PM	23	LOF4241	E145	
7/19/2018	5:37 PM	23	LOF4241	E145	
7/22/2018	10:04 PM	23	LOF4241	E145	
7/22/2018	1:22 PM	23	LOF4255	E145	
7/23/2018	9:29 AM	23	LOF4275	E145	
7/23/2018	7:53 PM	23	LOF4243	E145	
7/29/2018	1:43 PM	23	LOF4255	E145	
7/29/2018	5:10 PM	23	LOF4241	E145	
7/29/2018	7:48 PM	23	LOF4243	E145	
7/31/2018	8:50 AM	23	LOF4275	E145	
7/31/2018	5:19 PM	23	LOF4241	E145	
8/3/2018	6:07 PM	23	LOF4241	E145	
8/3/2018	8:10 PM	23	LOF4243	E145	
8/6/2018	5:14 PM	23	LOF4241	E145	
8/7/2018	9:13 AM	23	LOF4275	E145	
8/7/2018	7:50 PM	23	LOF4241	E145	
8/9/2018	7:13 PM	23	LOF4241	E145	
8/9/2018	7:50 PM	23	LOF4243	E145	
8/10/2018	9:20 AM	23	LOF4275	E145	
8/14/2018	5:26 PM	23	LOF4241	E145	
8/16/2018	7:05 PM	23	LOF4241	E145	
8/20/2018	6:50 PM	5	LOF4241	E145	
8/20/2018	7:37 PM	5	LOF4243	E145	
8/22/2018	9:06 AM	23	LOF4280	E145	
8/22/2018	5:16 PM	23	LOF4246	E145	
8/27/2018	8:44 AM	23	LOF4280	E145	
8/27/2018	5:16 PM	23	LOF4246	E145	
9/4/2018	8:14 PM	23	LOF4248	E145	
9/5/2018	8:40 PM	23	LOF4248	E145	
9/6/2018	8:46 AM	23	LOF4280	E145	



American Airlines		Deviations			165
Date:	Time	RWY	Flight ID	ACType	
9/6/2018	5:29 PM	23	LOF4246	E145	
9/7/2018	9:02 AM	5	LOF4280	E145	
9/10/2018	8:51 AM	5	LOF4280	E145	
9/11/2018	8:54 AM	23	LOF4280	E145	
9/16/2018	3:31 PM	23	LOF4260	E145	
9/19/2018	5:25 PM	5	LOF4246	E145	
9/23/2018	8:23 PM	23	LOF4248	E145	
9/24/2018	8:56 AM	5	LOF4280	E145	
9/26/2018	11:17 AM	23	LOF4280	E145	
9/30/2018	7:42 PM	23	LOF4248	E145	
7/26/2018	1:14 PM	23	RPA4433	E75S	
7/3/2018	11:24 AM	23	AAL1865	A319	
7/6/2018	11:26 AM	23	AAL1981	A319	
7/8/2018	7:02 AM	23	AAL1734	E190	
7/10/2018	6:058 AM	23	AAL489	A319	
7/11/2018	8:01 AM	5	AAL1734	A319	
7/13/2018	7:57 AM	23	AAL1734	A319	
7/16/2018	6:08 AM	23	AAL489	A319	
7/16/2018	8:02 AM	23	AAL1734	A319	
7/17/2018	11:30 AM	23	AAL1981	A319	
7/18/2018	11:29 AM	5	AAL1981	A319	
7/19/2018	6:34 PM	23	AAL869	A319	
7/23/2018	8:02 AM	23	AAL9611	A319	
7/24/2018	9:22 AM	23	AAL1734	A319	
7/28/2018	7:11 AM	23	AAL1734	A319	
8/2/2018	8:02 AM	23	AAL1734	A319	
8/3/2018	7:37 PM	23	AAL869	A319	
8/7/2018	6:08 AM	23	AAL489	A319	
8/9/2018	6:14 PM	23	AAL869	A319	
8/11/2018	6:26 AM	5	AAL1703	A320	
8/12/2018	11:21 AM	5	AAL1981	A319	
8/14/2018	6:18 AM	5	AAL489	A319	





American Airlines		Deviations			165
Date:	Time	RWY	Flight ID	ACType	
8/14/2018	9:34 AM	5	AAL1734	A319	
8/15/2018	6:57 AM	23	AAL489	A319	
8/16/2018	7:29 PM	23	AAL1708	A320	
8/16/2018	8:02 AM	23	AAL489	A319	
8/17/2018	1:54 AM	23	AAL9455	B763	
8/17/2018	6:30 PM	23	AAL869	A319	
8/20/2018	6:10 AM	5	AAL489	A319	
8/20/2018	8:50 AM	5	AAL1734	A319	
8/24/2018	8:14 AM	23	AAL632	A321	
8/27/2018	8:18 AM	23	AAL1735	A319	
8/27/2018	6:15 PM	23	AAL869	A319	
8/28/2018	8:07 PM	23	AAL1708	A320	
8/28/2018	8:05 AM	23	AAL1735	A319	
8/29/2018	8:13 AM	23	AAL1735	A319	
9/2/2018	6:27 PM	23	AAL869	A319	
9/3/2018	7:43 PM	23	AAL1708	A320	
9/4/2018	6:35 PM	23	AAL869	A319	
9/16/2018	8:06 AM	23	AAL1735	A319	
9/16/2018	6:30 PM	23	AAL869	A319	
9/19/2018	6:05 AM	5	AAL489	E190	
9/21/2018	6:04 AM	23	AAL489	E190	
9/22/2018	2:50 PM	5	AAL774	E190	
9/24/2018	11:05 AM	5	AAL1981	A319	
9/28/2018	7:06 PM	5	AAL869	A319	
9/30/2018	5:59 AM	5	AAL489	E190	
7/1/2018	12:07 PM	23	JIA5524	CRJ2	
7/2/2018	11:57 AM	23	JIA5524	CRJ2	
7/10/2018	12:01 PM	23	JIA5524	CRJ2	
7/15/2018	11:53 AM	23	JIA5524	CRJ2	
7/18/2018	2:45 PM	5	JIA5216	CRJ9	
7/24/2018	3:05 PM	23	JIA5096	CRJ9	
7/25/2018	11:50 AM	23	JIA5524	CRJ2	



American Airlines		Deviations			165
Date:	Time	RWY	Flight ID	ACType	
7/26/2018	3:35 PM	23	JIA5096	CRJ9	
7/28/2018	4:09 PM	23	JIA5216	CRJ9	
7/31/2018	3:35 PM	23	JIA5096	CRJ9	
7/31/2018	6:28 AM	23	JIA5202	CRJ9	
7/31/2018	12:05 PM	23	JIA5524	CRJ2	
8/1/2018	2:41 PM	23	JIA5216	CRJ9	
8/5/2018	11:52 AM	23	JIA5524	CRJ2	
8/15/2018	3:02 PM	34	JIA5096	CRJ9	
8/16/2018	2:55 PM	23	JIA5096	CRJ9	
8/23/2018	2:58 PM	34	JIA5096	CRJ9	
8/24/2018	3:00 PM	23	JIA5096	CRJ9	
8/30/2018	11:58 AM	34	JIA5550	CRJ9	
8/31/2018	6:20 AM	5	JIA5202	CRJ9	
8/31/2018	3:24 PM	5	JIA5096	CRJ9	
9/1/2018	1:44 PM	5	JIA5524	CRJ7	
9/4/2018	6:27 AM	23	JIA5202	CRJ9	
9/6/2018	3:07 PM	23	JIA5096	CRJ9	
9/8/2018	12:09 PM	5	JIA5550	CRJ9	
9/10/2018	12:01 PM	5	JIA5550	CRJ9	
9/11/2018	2:54 PM	23	JIA5096	CRJ9	
9/14/2018	11:56 AM	5	JIA5550	CRJ9	
9/16/2018	6:34 AM	23	JIA5202	CRJ9	
9/19/2018	2:49 PM	5	JIA5524	CRJ7	
9/20/2018	3:16 PM	5	JIA5096	CRJ9	
9/23/2018	6:34 AM	5	JIA5202	CRJ9	
9/26/2018	12:01 PM	23	JIA5550	CRJ9	
9/30/2018	6:30 AM	5	JIA5202	CRJ9	
9/18/2018	2:21 PM	34	RPA4548	E75S	



<b>Azores Airlines</b>		<b>Deviations</b>			<b>3</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/20/2018	1:56 PM	23	RZO225	A21M	
9/7/2018	2:05 PM	5	RZO228	A21N	
9/28/2018	1:30 PM	5	RZO228	A21N	

<b>Delta Airlines</b>		<b>Deviations</b>			<b>42</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
9/8/2018	4:53 PM	5	EDV3286	CRJ9	
9/28/2018	4:57 PM	5	EDV3286	CRJ9	
7/17/2018	6:31 PM	23	GJS4571	CRJ7	
8/15/2018	2:53 PM	34	GJS6210	CRJ7	
8/20/2018	8:12 PM	5	GJS4571	CRJ7	
8/31/2018	6:25 PM	5	GJS4571	CRJ7	
9/3/2018	9:04 PM	23	GJS4571	CRJ7	
9/12/2018	3:03 PM	5	GJS6195	CRJ7	
9/21/2018	8:46 PM	23	GJS4571	CRJ7	
7/22/2018	1:13 PM	23	SKW4147	CRJ7	
8/7/2018	12:39 PM	23	SKW4147	CRJ9	
8/13/2018	11:52 AM	5	SKW4121	CRJ9	
8/17/2018	5:17 PM	23	SKW4120	CRJ9	
8/21/2018	5:11 PM	5	SKW4120	CRJ9	
8/24/2018	5:08 PM	23	SKW4120	CRJ9	
9/3/2018	12:38 PM	23	SKW3563	CRJ9	
9/9/2018	12:45 PM	5	SKW3563	CRJ9	
9/24/2018	1:11 PM	5	SKW3563	CRJ9	
7/6/2018	5:59 AM	23	DAL763	B712	
7/7/2018	6:28 AM	5	DAL1263	MD88	
7/8/2018	5:52 AM	23	DAL763	B712	
7/11/2018	6:10 AM	5	DAL1263	A320	
7/14/2018	12:34 PM	23	DAL2225	MD88	
7/15/2018	1:15 PM	23	DAL2225	MD88	
7/15/2018	8:23 PM	23	DAL2104	MD88	



<b>Delta Airlines</b>		<b>Deviations</b>			<b>42</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/16/2018	7:26 PM	23	DAL2104	MD88	
7/19/2018	5:52 AM	5	DAL763	B738	
7/22/2018	7:22 PM	23	DAL2104	MD88	
7/24/2018	1:01 AM	23	DAL2104	MD88	
7/24/2018	12:41 PM	23	DAL2225	MD88	
7/27/2018	7:45 PM	23	DAL2104	MD88	
8/9/2018	5:51 AM	23	DAL763	B738	
8/16/2018	12:44 PM	23	DAL2225	MD88	
8/17/2018	7:00 PM	23	DAL2104	MD88	
8/22/2018	7:22 AM	5	DAL1263	MD90	
8/25/2018	6:09 AM	23	DAL763	B738	
8/27/2018	7:09 PM	23	DAL2104	MD88	
8/28/2018	6:58 PM	23	DAL2104	MD88	
9/9/2018	1:24 PM	5	DAL2225	MD90	
9/9/2018	8:08 PM	5	DAL2104	MD88	
9/17/2018	12:55 PM	23	DAL20225	MD90	
9/19/2018	6:09 AM	5	DAL1263	MD88	

<b>Frontier Airlines</b>		<b>Deviations</b>			<b>39</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/4/2018	7:18 AM	23	FFT1733	A320	
7/8/2018	7:20 AM	23	FFT1733	A320	
7/10/2018	7:23 AM	23	FFT1733	A320	
7/11/2018	2:51 PM	5	FFT993	A320	
7/13/2018	7:18 AM	23	FFT1733	A320	
7/14/2018	5:48 PM	23	FFT1581	A321	
7/15/2018	7:33 PM	23	FFT1581	A321	
7/17/2018	7:20 AM	23	FFT1733	A320	
7/18/2018	1:58 PM	5	FFT993	A320	



Frontier Airlines		Deviations			39
Date:	Time	RWY	Flight ID	ACType	
7/18/2018	2:40 PM	5	FFT1689	A321	
7/22/2018	2:19 PM	23	FFT1713	A321	
7/23/2018	7:20 AM	23	FFT1733	A320	
7/25/2018	8:05 AM	23	FFT1733	A320	
7/25/2018	2:52 PM	23	FFT1689	A321	
7/26/2018	5:33 PM	23	FFT1581	A321	
7/30/2018	12:07 PM	23	FFT993	A320	
7/31/2018	3:14 PM	23	FFT1713	A321	
7/31/2018	5:14 PM	23	FFT1581	A321	
8/5/2018	8:12 PM	23	FFT1713	A321	
8/9/2018	7:25 AM	23	FFT1733	A320	
8/9/2018	2:24 PM	23	FFT1713	A321	
8/10/2018	2:45 PM	23	FFT1689	A321	
8/16/2018	7:45 PM	23	FFT1581	A321	
8/22/2018	9:10 AM	23	FFT836	A321	
8/24/2018	8:29 AM	23	FFT836	A321	
8/25/2018	8:31 AM	23	FFT836	A321	
8/26/2018	2:52 PM	23	FFT17113	A321	
8/27/2018	8:34 AM	23	FFT836	A321	
8/29/2018	8:54 AM	23	FFT836	A321	
9/2/2018	2:21 PM	23	FFT1713	A321	
9/3/2018	9:25 AM	23	FFT836	A321	
9/7/2018	8:28 AM	5	FFT836	A321	
9/11/2018	3:34 PM	23	FFT1713	A321	
9/16/2018	1:58 PM	23	FFT1713	A321	
9/17/2018	8:29 AM	23	FFT836	A321	
9/20/2018	9:33 PM	5	FFT837	A321	
9/22/2018	9:20 AM	23	FFT836	A321	
9/29/2018	8:39 AM	23	FFT836	A321	
9/30/2018	2:22 PM	23	FFT1713	A321	





JetBlue		Deviations			31
Date:	Time	RWY	Flight ID	ACType	
7/1/2018	5:52 PM	23	JBU1197	A320	
7/2/2018	5:05 PM	23	JBU1197	A320	
7/8/2018	6:24 PM	23	JBU1075	A320	
7/13/2018	5:41 PM	23	JBU1197	A320	
7/14/2018	5:05 PM	23	JBU1197	A320	
7/15/2018	4:56 PM	23	JBU1197	A320	
7/15/2018	9:02 PM	23	JBU1075	A320	
7/19/2018	11:12 PM	23	JBU1075	A320	
7/22/2018	4:51 PM	23	JUB1197	A320	
7/28/2018	6:27 PM	23	JUB1075	A320	
7/31/2018	7:13 PM	23	JBU1075	A320	
8/3/2018	6:36 PM	23	JBU1075	A320	
8/4/2018	6:24 PM	23	JBU1075	A320	
8/5/2018	5:41 PM	23	JBU1197	A320	
8/10/2018	6:15 PM	23	JBU1197	A320	
8/25/2018	6:13 PM	23	JBU1075	A320	
8/26/2018	6:30 PM	23	JBU1075	A320	
8/29/2018	4:43 PM	23	JBU1197	A320	
9/3/2018	5:08 PM	23	JBU1197	A320	
9/6/2018	6:19 AM	23	JBU475	A320	
9/7/2018	11:03 PM	5	JBU1197	A320	
9/10/2018	6:20 AM	5	JBU475	A320	
9/12/2018	6:23 AM	5	JBU475	A320	
9/13/2018	5:58 PM	5	JBU1197	A320	
9/21/2018	6:24 AM	23	JBU475	A320	
9/22/2018	6:41 PM	5	JBU1197	A320	
9/24/2018	5:00 PM	5	JBU1075	A320	
9/26/2018	6:32 AM	23	JBU475	A320	
9/28/2018	6:20 AM	5	JBU475	A320	
9/29/2018	6:16 AM	23	JBU475	A320	
9/29/2018	4:36 PM	23	JBU1075	A320	



Norwegian Airlines		Deviations			126
Date:	Time	RWY	Flight ID	ACType	
7/15/2018	8:01 PM	23	IBK1822	B38M	
7/15/2018	8:45 PM	23	IBK1824	B38M	
7/16/2018	8:48 PM	23	IBK1820	B38M	
7/16/2018	9:15 PM	23	IBK1822	B38M	
7/17/2018	8:11 PM	23	IBK1822	B38M	
7/17/2018	9:06 PM	23	IBK1824	B38M	
7/17/2018	9:17 PM	23	IBK1605	B38M	
7/19/2018	9:25 PM	23	IBK1605	B38M	
7/19/2018	8:05 PM	23	IBK1822	B38M	
7/21/2018	7:55 PM	23	IBK1822	B38M	
7/22/2018	7:48 PM	23	IBK1822	B38M	
7/22/2018	10:24 PM	23	IBK1824	B38M	
7/23/2018	8:59 PM	23	IBK1820	B38M	
7/24/2018	7:53 PM	23	IBK1822	B38M	
7/24/2018	9:20 PM	23	IBK1605	B38M	
7/25/2018	8:50 PM	23	IBK1820	B38M	
7/26/2018	7:58 PM	23	IBK1822	B38M	
7/26/2018	8:53 PM	23	IBK1824	B38M	
7/27/2018	9:16 PM	23	IBK18100	B38M	
7/27/2018	9:31 PM	23	IBK1820	B38M	
7/28/2018	7:58 PM	23	IBK1822	B38M	
7/29/2018	8:01 PM	23	IBK1822	B38M	
7/29/2018	9:01 PM	23	IBK1824	B38M	
7/30/2018	9:02 PM	23	IBK1820	B38M	
7/30/2018	9:18 PM	23	IBK1800	B38M	
7/31/2018	9:17 PM	23	IBK1605	B38M	
7/31/2018	11:31 PM	23	IBK1824	B38M	
8/1/2018	9:32 PM	23	IBK1820	B38M	
8/3/2018	9:04 PM	23	IBK1820	B38M	
8/4/2018	7:52 PM	23	IBK1822	B38M	
8/4/2018	9:40 PM	23	IBK1824	B38N	
8/5/2018	9:04 PM	23	IBK1824	B38M	



Norwegian Airlines		Deviations			126
Date:	Time	RWY	Flight ID	ACType	
8/6/2018	9:22 PM	23	IBK1800	B38M	
8/6/2018	8:58 PM	23	IBK1820	B38M	
8/7/2018	8:26 PM	23	IBK1822	B38M	
8/7/2018	9:47 PM	23	IBK1605	B38M	
8/7/2018	9:50 PM	23	IBK1824	B38M	
8/8/2018	9:05 PME	23	IBK1822	B38M	
8/9/2018	7:43 PM	23	IBK1822	B38M	
8/9/2018	9:35 PM	23	IBK1824	B38M	
8/9/2018	9:48 PM	23	IBK1605	B38M	
8/13/2018	8:49 PM	5	IBK1820	B38M	
8/14/2018	7:53 PM	23	IBK1822	B38M	
8/14/2018	9:15 PM	23	IBK1824	B38M	
8/15/2018	8:06 PM	23	IBK1822	B38M	
8/15/2018	9:00 PM	23	IBK1820	B38M	
8/16/2018	8:00 PM	23	IBK1822	B38M	
8/16/2018	9:38 PM	23	IBK1605	B38M	
8/17/2018	9:00 PM	23	IBK1820	B38M	
8/17/2018	9:28 PM	23	IBK1800	B38M	
8/21/2018	8:07 PM	5	IBK1822	B38M	
8/21/2018	9:38 PM	5	IBK1605	B38M	
8/22/2018	8:14 PM	23	IBK1822	B38M	
8/23/2018	8:42 PM	23	IBK1822	B38M	
8/23/2018	9:10 PM	23	IBK1824	B738	
8/23/2018	9:57 PM	23	IBK1605	B38M	
8/25/2018	8:06 PM	23	IBK1822	B38M	
8/26/2018	8:05 PM	23	IBK1822	B38M	
8/26/2018	8:54 PM	23	IBK1824	B38M	
8/27/2018	9:29 PM	23	IBK1800	B38M	
8/28/2018	9:23 PM	23	IBK1824	B38M	
8/28/2018	8:03 PM	23	IBK1822	B38M	
8/29/2018	8:03 PM	23	IBK1822	B38M	
8/29/2018	8:05 PM	2	IBK1820	B38M	



Norwegian Airlines		Deviations			126
Date:	Time	RWY	Flight ID	ACType	
8/30/2018	9:44 PM	5	IBK1605	B38M	
8/31/2018	9:22 PM	5	IBK1800	B38M	
9/1/2018	7:59 PM	23	IBK1822	B38M	
9/1/2018	9:13 PM	23	IBK1824	B38M	
9/1/2018	9:41 PM	23	IBK1605	B38M	
9/3/2018	8:44 PM	23	IBK1820	B38M	
9/3/2018	9:34 PM	23	IBK1800	B38M	
9/4/2018	8:09 PM	23	IBK1822	B38M	
9/4/2018	9:33 PM	23	IBK1824	B38M	
9/4/2018	9:56 PM	23	IBK1605	B38M	
9/5/2018	7:58 PM	23	IBK1822	B38M	
9/5/2018	8:54 PM	23	IBK1820	B38M	
9/6/2018	8:09 PM	5	IBK1822	B38M	
9/6/2018	9:19 PM	5	IBK1824	B38M	
9/7/2018	8:56 PM	5	IBK1820	B38M	
9/8/2018	8:02 PM	5	IBK1822	B38M	
9/9/2018	1:32 AM	5	IBK1824	B738	
9/11/2018	8:23 PM	23	IBK1822	B38M	
9/11/2018	9:50 PM	23	IBK1605	B38M	
9/14/2018	8:54 PM	5	IBK1820	B38M	
9/15/2018	9:13 PM	23	IBK1824	B38M	
9/15/2018	9:22 PM	23	IBK1605	B38M	
9/16/2018	8:58 PM	23	IBK1824	B38M	
9/16/2018	7:55 PM	23	IBK1822	B38M	
9/17/2018	9:00 PM	23	IBK1820	B38M	
9/18/2018	9:40 PM	5	IBK1605	B38M	
9/19/2018	9:08 PM	5	IBK1820	B38M	
9/20/2018	8:19 PM	5	IBK1822	B38M	
9/20/2018	11:19 PM	5	IBK1824	B38M	
9/21/2018	9:12 PM	23	IBK1800	B38M	
9/23/2018	8:04 PM	23	IBK1822	B38M	
9/24/2018	8:56 PM	5	IBK1820	B38M	



Norwegian Airlines		Deviations			126
Date:	Time	RWY	Flight ID	ACType	
9/25/2018	8:01 PM	23	IBK1822	B38M	
9/25/2018	9:37 PM	23	IBK1605	B38M	
9/26/2018	8:05 PM	23	IBK1822	B38M	
9/26/2018	8:59 PM	23	IBK1820	B38M	
9/28/2018	9:14 PM	5	IBK1800	B38M	
9/29/2018	9:21 PM	5	IBK1605	B38M	
9/30/2018	8:08 PM	23	IBK1822	B38M	
9/30/2018	8:55 PM	23	IBK1824	B38M	
7//2018	9:10 PM	23	IBK1824	B38M	
7/2/2018	8:58 PM	23	IBK1820	B38M	
7/2/2018	9:27 PM	23	IBK1800	B38M	
7/3/2018	9:29 PM	23	IBK1605	B38M	
7/3/2018	9:43 PM	23	IBK1824	B38M	
7/4/2018	8:33PM	23	IBK1820	B38M	
7/5/2018	9:31 PM	23	IBK1824	B38M	
7/5/2018	7:59 PM	23	IBK1822	B38M	
7/5/2018	9:19 PM	23	IBK1605	B38M	
7/6/2018	8:55 PM	23	IBK1820	B38M	
7/7/2018	7:51 PM	23	IBK1822	B38M	
7/7/2018	9:16 PM	23	IBK1824	B38M	
7/8/2018	9:12 PM	23	IBK1824	B38M	
7/9/2018	8:55 PM	23	IBK1820	B38M	
7/10/2018	8:3 PM	23	IBK1824	B38M	
7/12/2018	9:12 PM	23	IBK1824	B38M	
7/13/2018	8:48 PM	23	IBK1820	B38M	
7/14/2018	7:55 PM	23	IBK1822	B38M	
7/14/2018	9:14 PM	23	IBK1605	B38M	





Other - General Aviation		Deviations			128
Date:	Time	RWY	Flight ID	ACType	
8/18/2018	5:55 PM	5	CRWTF	E55P	
8/28/2018	9:58 AM	23	CGFFT	LJ70	
7/14/2018	4:48 PM	23	CGHT	CL60	
7/18/2018	7:43 PM	5	CNS42	PC24	
8/24/2018	12:55 PM	23	DCM2244	B25B	
9/12/2018	1:39 PM	5	DCM571	BE40	
7/16/2018	2:53 PM	23	DPJ3	GLX	
8/9/2018	5:46 PM	23	DPJ177	C25B	
9/24/2018	12:37 PM	5	DPJ78	C56X	
9/24/2018	9:27 AM	5	DPJ178	C56X	
7/1/2018	11:41 AM	23	EJA377	C680	
7/2/2018	2:24 PM	23	EJA417	ESSP	
7/5/2018	5:42 PM	23	EJA417	ESSP	
7/14/2018	3:04 PM	23	EJAS04	C68A	
7/15/2018	6:05 PM	23	EJA344	ESSP	
7/16/2018	7:39 PM	23	EJA543	C68A	
7/18/2018	12:02 PM	5	EJA682	C56X	
7/20/2018	3:44 PM	23	EJA615	C56X	
7/20/2018	4:57 PM	23	EJA555	C56X	
7/24/2018	4:22 PM	23	EJA406	ES5P	
7/25/2018	2:54 PM	23	EJA351	ES5P	
7/28/2018	10:21 AM	23	EJA150	GLEXP	
8/3/2018	10:57 AM	23	EJA797	CL35	
8/20/2018	10:19 AM	5	EJA565	C56X	
8/24/2018	12:44 PM	23	EJA404	E55P	
8/28/2018	1:54 PM	23	EJA203	F2TH	
9/1/2018	4:35 PM	16	EJA327	E55P	
9/2/2018	5:02 PM	23	EJA607	C56X	
9/13/2018	6:01 PM	5	EJA335	E55P	
9/22/2018	11:52 AM	34	EJA316	E55P	
9/24/2018	12:05 PM	5	EJA306	C680	
9/26/2018	3:16 PM	23	EJA410	E55P	



Other - General Aviation		Deviations			128
Date:	Time	RWY	Flight ID	ACType	
9/29/2018	5:27 PM	23	EJA593	C68A	
9/29/2018	11:51 PM	23	EJA727	CL35	
8/31/2018	4:37 PM	5	EJM486	CL60	
9/2/2018	1:47 PM	23	EJM92	C680	
9/3/2018	3:00 PM	23	FWK227	C56X	
9/29/2018	2:12 PM	23	GAJ903	C750	
9/29/2018	2:06 PM	23	GAJ903	C750	
7/29/2018	10:13 AM	5	GTH72	GLF4	
8/26/2018	12:02 AM	23	JCM5	H25B	
9/20/2018	3:27 PM	5	JRT51	LJ45	
9/20/2018	12:13 PM	5	LAK764	C560	
8/22/2018	1:04 AM	23	LN210CM	C560	
8/18/2018	2:57 PM	23	LXJ574	CL30	
8/20/2018	6:05 PM	5	LXJ450	GLF4	
9/8/2018	2:26 PM	5	LXJ455	GLF4	
9/15/2018	9:55 AM	5	LXJ573	CL30	
9/29/2018	1:04 PM	5	LXJ576	CL30	
9/2/2018	10:08 PM	23	MULTI	GLEX	
9/11/2018	4:00 PM	23	NI040	GLF6	
8/2/2018	9:22 PM	23	N129MH	GLF4	
7/3/2018	4:18 PM	16	N139DZ	L39	
7/5/2018	4:05 PM	23	N139DZ	L39	
7/13/2018	3:51 PM	16	N139DZ	L39	
7/14/2018	11:02 AM	23	N139DZ	L39	
7/14/2018	11:04 AM	23	N139DZ	L39	
8/8/2018	5:47 PM	23	N139DZ	L39	
8/9/2018	8:32 AM	23	N143JT	C25B	
8/15/2018	2:11 PM	34	N17ND	GLF5	
8/15/2018	2:22 PM	34	N17ND	GLF5	
8/19/2018	12:46 PM	5	N1828S	F900	
8/26/2018	12:11 PM	23	N182BS	F900	
7/13/2018	10:23 AM	23	N207BZ	CL35	



Other - General Aviation		Deviations			128
Date:	Time	RWY	Flight ID	ACType	
8/3/2018	9:06 AM	23	N2478	C680	
7/31/2018	7:26 PM	23	N301RJ	LJ40	
8/30/2018	6:03 PM	5	N30NS	C525	
9/28/2018	1:13 PM	5	N30NS	C525	
8/28/2018	3:18 PM	23	N327RX	F2TH	
8/19/2018	12:30 PM	5	N401AS	C56X	
9/19/2018	2:15 PM	5	N404CD	JJ60	
9/23/2018	9:08 AM	5	N404CD	LJ60	
8/23/2018	12:58 PM	34	N426JN	C56X	
7/21/2018	7:56 PM	23	N44FJ	C25C	
7/23/2018	8:40 AM	23	N475JT	LJ75	
7/15/2018	8:59 AM	23	N509CX	C750	
7/24/2018	9:30 AM	23	N509CX	C750	
8/14/2018	8:44 PM	23	N500RP	G280	
9/13/2018	9:24 AM	5	N502TN	C525	
7/12/2018	10:07 AM	5	N516TX	C525	
8/22/2018	7:47 AM	23	N516TX	C525	
9/13/2018	8:15 AM	5	N516TX	C525	
7/1/2018	3:33 PM	23	N524LR	H25C	
8/24/2018	7:49 PM	23	N525LM	C525	
7/19/2018	10:00 AM	5	N535GR	C560	
8/1/2018	1:16 PM	23	N53NW	C25B	
8/2/2018	9:10 PM	23	N53NJ	F2TH	
8/19/2018	8:15 PM	5	N604BS	CL60	
7/27/2018	11:49 PM	23	N621MM	FA7X	
7/10/2018	1:27 PM	23	N639TC	C25A	
8/15/2018	2:22 PM	34	N639TC	C25A	
9/13/2018	10:30 AM	5	N639TC	C25A	
9/2/2018	2:07 PM	23	N351WE	GLF6	
9/29/2018	11:49 PM	23	N66SG	LJ45	
8/14/2018	2:20 PM	23	N680CG	C680	
7/26/2018	12:46 PM	23	N69GA	G280	



Other - General Aviation		Deviations			128
Date:	Time	RWY	Flight ID	ACType	
9/20/2018	6:58 AM	5	N710MT	C56X	
7/7/2018	12:55 PM	5	N75TG	BE40	
8/3/2018	4:29 PM	23	N768LP	C56X	
8/6/2018	9:57 AM	23	N812RX	F2TH	
8/6/2018	10:48 AM	23	N812RX	F2TH	
8/20/2018	7:37 AM	5	N812RX	F2TH	
8/20/2018	5:25 PM	5	N812RX	F2TH	
7/31/2018	3:26 PM	23	N880SP	G280	
7/24/2018	1:55 PM	23	N901CR	C56X	
9/6/2018	5:15 PM	23	N92RX	C750	
7/11/2018	10:50 AM	5	N95TX	C25B	
7/22/2018	8:46 AM	23	N959CC	C560	
7/23/2018	9:14 AM	23	N95TX	C25B	
7/24/2018	6:35 AM	23	N95TX	C25B	
8/29/2018	11:58 AM	23	N95TX	C25B	
9/9/2018	7:09 AM	5	NOJ50	E50P	
8/9/2018	2:26 PM	23	OPT377	E55P	
8/31/2018	6:50 AM	5	OPT344	E55P	
9/20/2018	1:37 PM	5	RLI379	C25A	
9/24/2018	12:12 PM	5	RVJ100	BE40	
7/29/2018	2:08 PM	23	STY824	LF60	
9/23/2018	12:48 PM	5	TMC499	BE40	
8/3/2018	6:18 PM	23	TWY928	CL60	
8/12/2018	9:45 AM	5	XAFB	E550	
8/8/2018	1:20 PM	23	XAOKI	H25B	
7/23/2018	11:50 AM	23	XAPTR	GLF4	
7/29/2018	2:09 PM	23	XAPTR	GLF4	
8/18/2018	10:02 AM	23	XAPTR	GLF4	
8/8/2018	11:29 AM	23	XOJ794	C750	
9/5/2018	3:26 PM	23	XOJ726	C750	
9/10/2018	12:38 PM	5	XOJ726	C750	
9/27/2018	11:31 AM	5	XOJ548	CL30	



Southwest		Deviations			133
Date:	Time	RWY	Flight ID	ACType	
7/1/2018	7:27 PM	23	SWA4918	B738	
7/2/2018	5:53 AM	23	SWA1603	B737	
7/4/2018	5:51 PM	23	SWA1814	B738	
7/4/2018	9:15 PM	23	SWA1034	B738	
7/5/2018	8:51 PM	23	SWA2266	B737	
7/6/2018	4:39 PM	23	SWA2350	B737	
7/6/2018	7:05 PM	23	SWA205	B737	
7/7/2018	5:20 AM	23	SWA4536	B737	
7/9/2018	11:04 AM	23	SWA1987	B737	
7/9/2018	9:07 AM	23	SWA2097	B737	
7/9/2018	9:55 AM	23	SWA353	B738	
7/10/2018	9:50 AM	23	SWA353	B738	
7/11/2018	6:27 PM	5	SWA1209	B737	
7/11/2018	6:18 PM	5	SWA1820	B737	
7/13/2018	9:00 AM	23	SWA2097	B737	
7/13/2018	6:46 AM	23	SWA1599	B737	
7/13/2018	7:13 PM	23	SWA2304	B738	
7/14/2018	3:58 PM	23	SWA5281	B738	
7/14/2018	5:32 AM	23	SWA4536	B737	
7/14/2018	9:23 AM	23	SWA5084	B737	
7/14/2018	1:37 PM	23	SWA5014	B737	
7/14/2018	7:15 PM	23	SWA3943	B738	
7/15/2018	10:35 AM	23	SWA3993	B738	
7/15/2018	1:09 PM	23	SWA4669	B737	
7/15/2018	6:21 AM	23	SWA4701	B737	
7/15/2018	9:30 AM	23	SWA4677	B737	
7/16/2018	9:49 AM	23	SWA353	B738	
7/16/2018	3:16 PM	23	SWA2115	B738	
7/17/2018	10:20 AM	23	SWA353	B738	
7/17/2018	10:58 AM	23	SWA2097	B737	
7/18/2018	5:54 AM	5	SWA1596	B737	
7/18/2018	9:23 AM	5	SWA2499	B737	
7/18/2018	6:51 AM	5	SWA1599	B737	





Southwest		Deviations			133
Date:	Time	RWY	Flight ID	ACType	
7/19/2018	7:08 AM	5	SWA1613	B737	
7/20/2018	7:09 PM	23	SWA1209	B737	
7/22/2018	8:55 AM	23	SWA4689	B738	
7/22/2018	6:59 AM	5	SWA4688	B737	
7/23/2018	12:56 PM	23	SWA1740	B737	
7/24/2018	1:36 PM	23	SWA1740	B737	
7/25/2018	12:05 PM	23	SWA1181	B738	
7/26/2018	6:46 AM	23	SWA1599	B737	
7/26/2018	8:35 PM	23	SWA2304	B738	
7/27/2018	6:56 PM	23	SWA2304	B738	
7/28/2015	9:26 AM	23	SWA5084	B737	
7/29/2018	6:11 PM	23	SWA3309	B737	
7/29/2018	6:15 AM	23	SWA4701	B737	
7/29/2018	9:34 AM	23	SWA4677	B737	
7/29/2018	2:35 PM	23	SWA1162	B737	
7/30/2018	2:30 PM	23	SWA2235	B737	
7/31/2018	2:37 PM	23	SWA2115	B738	
7/31/2018	6:45 AM	23	SWA1599	B737	
8/1/2018	5:50 AM	23	SWA2062	B737	
8/1/2018	2:17 PM	23	SWA2236	B737	
8/2/2018	8:41 PM	23	SWA1820	B737	
8/3/2018	12:28 AM	23	SWA8530	B737	
8/3/2018	7:05 AM	23	SWA12613	B737	
8/4/2018	5:23 AM	23	SWA4536	B737	
8/4/2018	1:38 PM	23	SWA5014	B737	
8/4/2018	7:18 PM	23	SWA3943	B738	
8/5/2018	4:38 PM	23	SWA5125	B737	
8/5/2018	9:49 PM	23	SWA4476	B737	
8/5/2018	10:34 AM	23	SWA3993	B738	
8/5/2018	2:00 PM	23	SWA2882	B737	
8/6/2018	9:18 AM	23	SWA2499	B737	
8/6/2018	1:05 PM	23	SWA1740	B737	
8/6/2018	6:58 PM	23	SWA2304	B738	



Southwest		Deviations			133
Date:	Time	RWY	Flight ID	ACType	
8/7/2018	6:24 AM	23	SWA1104	B737	
8/7/2018	11:48 AM	23	SWA1680	B737	
8/8/2018	5:02 PM	23	SWA662	B738	
8/8/2018	9:05 AM	23	SWA2347	B737	
8/8/2018	9:09 AM	23	SWA1661	B738	
8/8/2018	10:43 AM	23	SWA441	B737	
8/9/2018	9:06 AM	23	SWA2347	B737	
8/9/2018	9:44 AM	23	SWA441	B737	
8/9/2018	1:07 PM	23	SWA1360	B737	
8/10/2018	6:25 AM	23	SWA1104	B737	
8/10/2018	9:09 AM	23	SWA1661	B738	
8/10/2018	5:54 PM	23	SWA662	B738	
8/10/2018	6:17 PM	23	SWA1673	B737	
8/11/2018	12:24 PM	5	SWA548	B737	
8/12/2018	5:12 PM	5	SWA3540	B737	
8/16/2018	12:10 PM	23	SWA1680	B737	
8/17/2018	11:54 PM	23	SWA1680	B737	
8/18/2018	3:37 PM	23	SWA1890	B738	
8/18/2018	2:37 PM	23	SWA4259	B737	
8/20/2018	5:47 AM	5	SWA1657	B737	
8/20/2018	1:05 PM	5	SWA1360	B737	
8/21/2018	9:05 AM	5	SWA1661	B738	
8/22/2018	6:13 PM	23	SWA1673	B737	
8/24/2018	9:42 AM	23	SWA441	B737	
8/24/2018	11:17 AM	23	SWA2309	B737	
8/25/2018	3:44 PM	23	SWA6376	B737	
8/26/2018	7:08 AM	23	SWA6138	B738	
8/26/2018	2:46 PM	23	SWA5564	B738	
8/27/2018	6:20 AM	23	SWA1104	B737	
8/27/2018	8:57 AM	23	SWA1661	B738	
8/28/2018	9:02 AM	23	SWA2347	B737	
8/28/2018	1:074 PM	23	SWA1360	B737	
8/29/2018	9:33 AM	23	SWA1652	B738	



Southwest		Deviations			133
Date:	Time	RWY	Flight ID	ACType	
8/29/2018	11:41 AM	23	SWA1680	B737	
8/29/2018	5:30 PM	23	SWA213	B737	
8/30/2018	9:00 AM	23	SWA1661	B738	
8/30/2018	5:59 PM	5	SWA1673	B737	
8/31/2018	8:38 AM	5	SWA378	B737	
8/31/2018	2:27 PM	5	SWA1360	B737	
8/31/2018	11:21 AM	5	SWA441	B737	
9/1/2018	6:46 PM	23	SWA4265	B737	
9/2/2018	2:48 PM	23	SWA6135	B737	
9/3/2018	8:56 AM	23	SWA1661	B738	
9/3/2018	11:39 AM	23	SWA1680	B737	
9/6/2018	8:38 AM	23	SWA6247	B738	
9/8/2018	6:48 AM	5	SWA6653	B738	
9/8/2018	6:38 AM	5	SWA6031	B737	
9/8/2018	6:49 PM	5	SWA4265	B738	
9/10/2018	8:41 AM	5	SWA6247	B738	
9/12/2018	8:13 PM	5	SWA4378	B738	
9/13/2018	7:045 AM	5	SWA28	B737	
9/13/2018	8:47 AM	23	SWA2640	B738	
9/16/2018	6:35 AM	23	SWA6533	B737	
9/16/2018	2:43 PM	23	SWA6135	B737	
9/17/2018	5:17 PM	23	SWA4205	B737	
9/19/2018	6:17 AM	5	SWA1138	B737	
9/19/2018	5:11 PM	5	SWA4205	B737	
9/21/2018	4:13 PM	23	SWA6509	B738	
9/21/2018	7:03 AM	23	SWA528	B737	
9/22/2018	7:42 AM	23	SWA6047	B738	
9/23/2018	6:35 AM	5	SWA6125	B737	
9/25/2018	1:07 PM	5	SWA6296	B737	
9/26/2018	6:23 PM	23	SWA16	B737	
9/26/2018	8:38 PM	16	SWA327	B737	
9/29/2018	6:37 AM	23	SWA6031	B737	
9/29/2018	11:11 AM	23	SWA6065	B738	



<b>Southwest</b>			<b>Deviations</b>	<b>133</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
9/29/2018	2:56 PM	23	SWA6376	B737

<b>Sun County Airlines</b>			<b>Deviations</b>	<b>1</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
8/4/2018	1:48 PM	23	SCX8915	B738

<b>Team 125</b>			<b>Deviations</b>	<b>1</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
8/14/2018	1:31 PM	23	UDG3621	B763

<b>United Airlines</b>			<b>Deviations</b>	<b>69</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>
8/30/2018	2:43 PM	34	AWI4869	CRJ2
9/14/2018	2:40 PM	5	AWI4869	CRJ2
7/4/2018	6:16 AM	23	UCA4894	E45X
7/8/2018	1:29 PM	5	UCA4997	E45X
7/12/2018	6:58 AM	5	UCA4894	E45X
7/15/2018	7:03 PM	23	UCA4997	E45X
7/22/2018	10:51 AM	23	UCA4894	E45X
7/26/2018	6:21 AM	23	UCA4894	E45X
7/27/2018	6:15 AM	23	UCA4894	E45X
8/4/2018	2:30 PM	23	UCA4997	E45X
8/9/2018	6:53 AM	23	UCA4894	E45X
8/13/2018	6:36 AM	5	UCA4894	E45X
8/14/2018	6:17 AM	5	UCA4894	E45X
8/19/2018	1:37 PM	5	UCA4997	E45X
8/22/2018	6:23 AM	5	UCA4894	E45X



United Airlines		Deviations			69
Date:	Time	RWY	Flight ID	ACType	
8/22/2018	2:24 PM	23	UCA4997	E45X	
8/26/2018	1:14 PM	23	UCA4997	E45X	
8/28/2018	10:40 PM	23	UCA4997	E45X	
9/13/2018	6:27 AM	5	UCA4894	E45X	
9/13/2018	1:48 PM	5	UCA4997	E45X	
9/17/2018	6:27 AM	23	UCA4894	E45X	
9/24/2018	1:00 PM	5	UCA4997	E45X	
9/25/2018	2:07 PM	5	UCA4997	E45X	
9/25/2018	3:31 PM	5	UCA4981	E45X	
9/29/2018	6:29 AM	23	UCA4894	E45X	
7/6/2018	12:35 PM	23	ASH6202	CRJ7	
7/11/2018	7:34 PM	5	ASH6031	CRJ7	
7/13/2018	10:24 AM	23	ASH6202	CRJ7	
7/17/2018	10:16 AM	23	ASH6202	CRJ7	
7/20/2018	6:06 AM	23	ASH6208	CRJ7	
7/21/2018	8:00 PM	23	ASH6031	CRJ7	
7/30/2018	12:35 AM	23	ASH6031	CRJ7	
8/2/2018	11:25 AM	23	ASH6202	CRJ7	
8/13/2018	12:15 PM	5	ASH6202	CRJ7	
8/14/2018	7:47 PM	23	ASH6031	CRJ7	
8/15/2018	8:05 PM	23	ASH6031	CRJ7	
8/18/2018	6:06 AM	23	ASH6208	CRJ7	
8/21/2018	10:28 AM	5	ASH6202	CRJ7	
8/22/2018	7:53 PM	23	ASH6031	CRJ7	
8/30/2018	10:21 AM	34	ASH6202	CRJ7	
9/3/2018	10:23 AM	23	ASH6202	CRJ7	
9/6/2018	9:34 PM	5	ASH6031	CRJ7	
9/18/2018	10:43 AM	23	ASH6208	CRJ7	
7/2/2018	2:58 PM	23	RPA4424	E75S	
7/5/2018	8:08 PM	23	RPA3584	E75L	
7/9/2018	9:01 PM	23	RPA3584	E75L	
7/12/2018	7:44 PM	23	RPA3584	E75L	



United Airlines		Deviations			69
Date:	Time	RWY	Flight ID	ACType	
7/16/2018	7:32 AM	23	RPA3647	E170	
7/16/2018	9:06 PM	23	RPA3584	E75L	
7/17/2018	7:34 AM	23	RPA3647	E170	
7/24/2018	6:50 PM	23	RPA3314	E170	
7/25/2018	7:34 PM	23	RPA3306	E75L	
7/30/2018	7:38 AM	5	RPA3647	E170	
8/6/2018	9:07 PM	23	RPA3584	E75L	
8/19/2018	8:42 PM	5	RPA3584	E75L	
8/20/2018	7:56 PM	5	RPA3584	E75L	
8/23/2018	8:34 PM	23	RPA3584	E170	
8/30/2018	7:49 AM	23	RPA3615	E75L	
9/6/2018	10:07 PM	5	RPA3584	E75L	
9/8/2018	7:40 AM	5	RPA3615	E170	
9/13/2018	8:37 PM	5	RPA3584	E75L	
9/21/2018	8:53 PM	23	RPA3584	E75L	
9/26/2018	8:33 PM	23	RPA3309	E75L	
7/4/2018	4:17 PM	23	LOF4777	E145	
7/6/2018	3:05 PM	23	LOF4777	E145	
7/19/2018	2:50 PM	5	LOF4777	E145	
8/8/2018	2:45PM	23	LOF4777	E145	
8/10/2018	1:11 AM	23	UAL2533	B753	
9/8/2018	4:49 PM	5	UAL2561	B753	





## Cargo Carriers

<b>ABX Air</b>		<b>Deviations</b>			<b>1</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/9/2018	6:57 AM	23	ABX3431	B762	

<b>Atlas Air</b>		<b>Deviations</b>			<b>2</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/21/2018	8:31 AM	5	GTI3554	B763	
7/23/2018	8:27 AM	23	GTI3554	B763	

<b>FedEx</b>		<b>Deviations</b>			<b>9</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/5/2018	8:53 PM	23	FDX1254	B752	
7/6/2018	8:47 PM	5	FDX1254	B752	
7/30/2018	8:48 PM	23	FDX1254	B752	
8/6/2018	8:49 PM	23	FDX1254	B752	
8/29/2018	8:55 PM	23	FDX1254	B752	
8/31/2018	8:58 PM	5	FDX1254	B752	
9/6/2018	9:11 PM	5	FDX1254	B752	
9/13/2018	8:48 PM	5	FDX1254	B752	
9/24/2018	8:44 PM	5	FDX1254	B752	

<b>UPS</b>		<b>Deviations</b>			<b>5</b>
<b>Date:</b>	<b>Time</b>	<b>RWY</b>	<b>Flight ID</b>	<b>ACType</b>	
7/11/2018	8:23 PM	5	UPS1029	B752	
7/16/2018	8:25 PM	23	UPS1029	B752	
7/18/2018	8:22 PM	5	UPS1029	B752	
7/19/2018	8:11 AM	5	UPS2427	B752	
9/26/2018	8:18 PM	23	UPS1029	B752	