



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT®

1st Quarter 2022 NOISE MANAGEMENT AND AIRLINE TRAFFIC REPORT

GRAPHIC COURTESY OF AIRPORT PHOTOGRAPHY



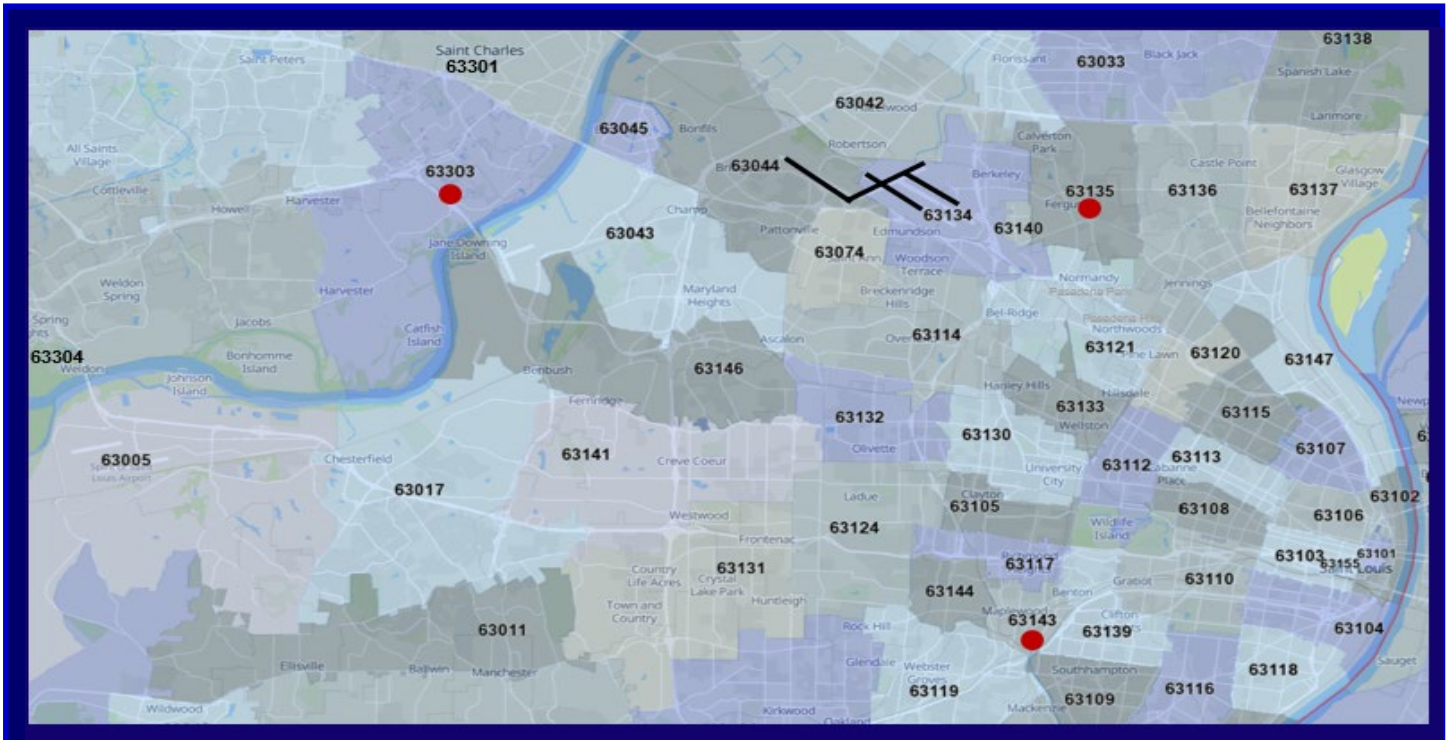
STL 1st Quarter Airport Noise Management Report

The Airport Noise Management Report provides the 1st Quarter 2022 summary of St. Louis Lambert International Airport's operations and noise complaints. The NAS data in this report is compiled and provided by L3Harris, Inc. This report is illustrative of trends and distribution and should not be construed as official FAA traffic counts.

1st Quarter 2022

NOISE COMPLAINTS

There were 7 noise complaints received in the 1st Quarter of 2022 compared to the five noise complaints in the same period in 2021. The noise complaints were from three known communities and four complaints did not leave addresses. Residents complained about loud, low, and frequent aircraft over their homes. There were three complaints about military departures during the early morning hours, and touch and go operations by Boeing during the day. Residents to the west of the Airport in St. Charles complained about pre-dawn cargo arrivals interrupting sleep. There were four complaints about night-time operations designated as the hours of 10p.m. to 7a.m. and three complaints were about day-time operations (7 a.m. to 10 p.m.). Landings and take-offs (operations) during the day time hours accounted for 85.4 percent of the operations while 14.6 percent of the operations occurred during the night time period. The chart below shows number of complaints by zip code. Not all complainant zip codes are shown on the map below because some complainants did not state where they were calling from or the their location is outside of the map boundaries below.

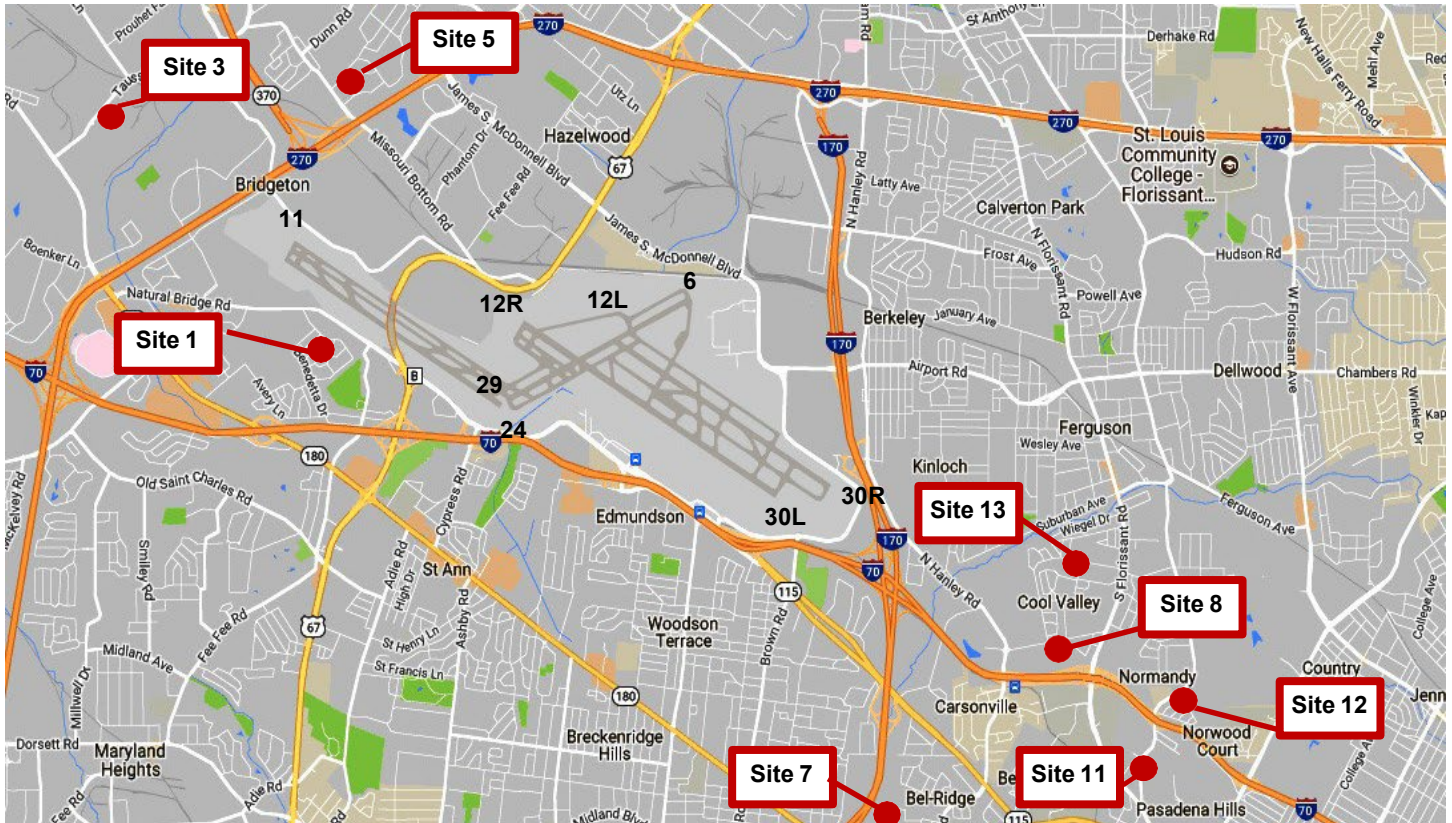
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RUNWAY IDENTIFICATION

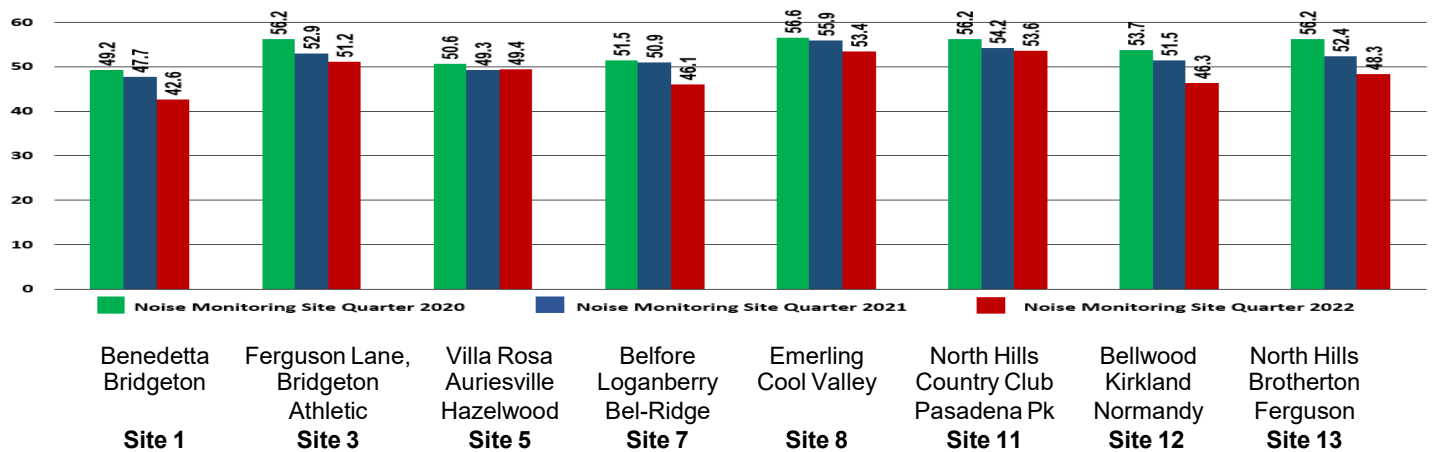
The runways at St. Louis Lambert International Airport are: 12R/30L (11,020'x200'), 12L/30R (9,013'x150'), 11/29 (9,000'x150'), and 6/24 (7,603'x150').

PERMANENT NOISE MONITORING SITES



The DNL (Day-Night average sound level) metric describes the total noise exposure during a given period. In computing DNL, an extra weighting of 10dB is assigned to any sound levels occurring between the hours of 10 pm to 7 am. The FAA has established 65 DNL as the threshold above which aircraft noise is considered to be incompatible with residential use. The eight noise monitoring sites are recording levels lower than 65 DNL.

Noise Monitoring Data
1st Quarter 2022 Average DNL (Day/Night/Level)
Years 2020-2022

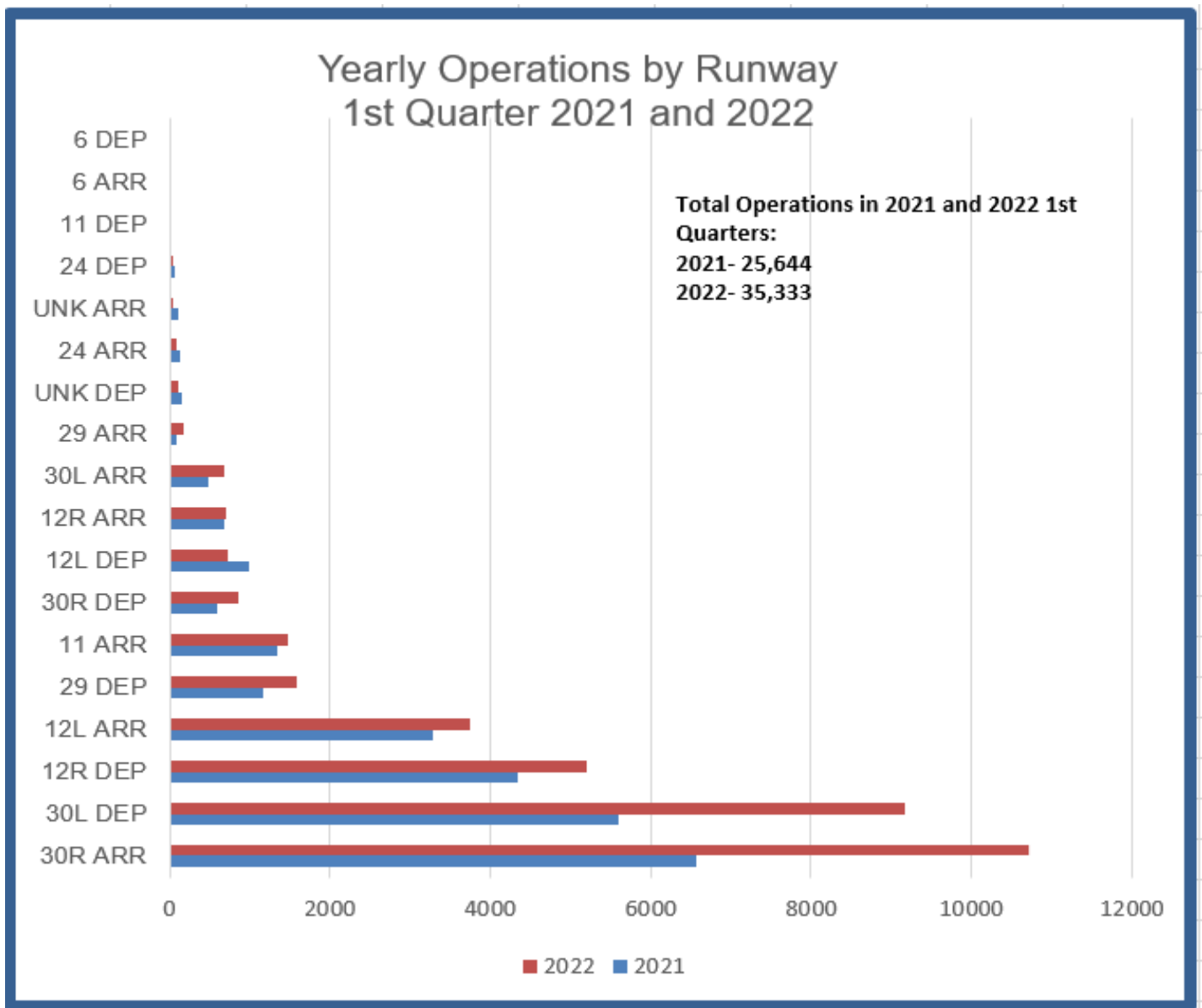


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OPERATIONS BY RUNWAY

There were 35,333 operations in the 1st Quarter 2022 compared to 25,644 operations in the 1st Quarter 2021, an increase of 37.8 percent according to L3Harris data*. Runway 30R was the most used runway for known arrivals at 30.3 percent (10,707) followed by Runway 12L at 10.6 percent (3,379). For known departures, Runway 30L at 26.0 percent (9,177) followed by Runway 12R at 14.7 percent (5,197). In the 1st Quarter 2022, there were 35,160 (99.5 percent) operations in which the runway was identified (known) and 173 operations (0.05 percent) where the runways were not identified (unknown).

*The L3Harris Airport Noise and Operation Management System (ANOMS) collects FAA air traffic data from the National Airspace System (NAS) and permanent noise monitoring data and correlates flight tracks, noise monitoring events and noise complaints. The ANOMS provides illustrative trends and should not be construed as official traffic counts.



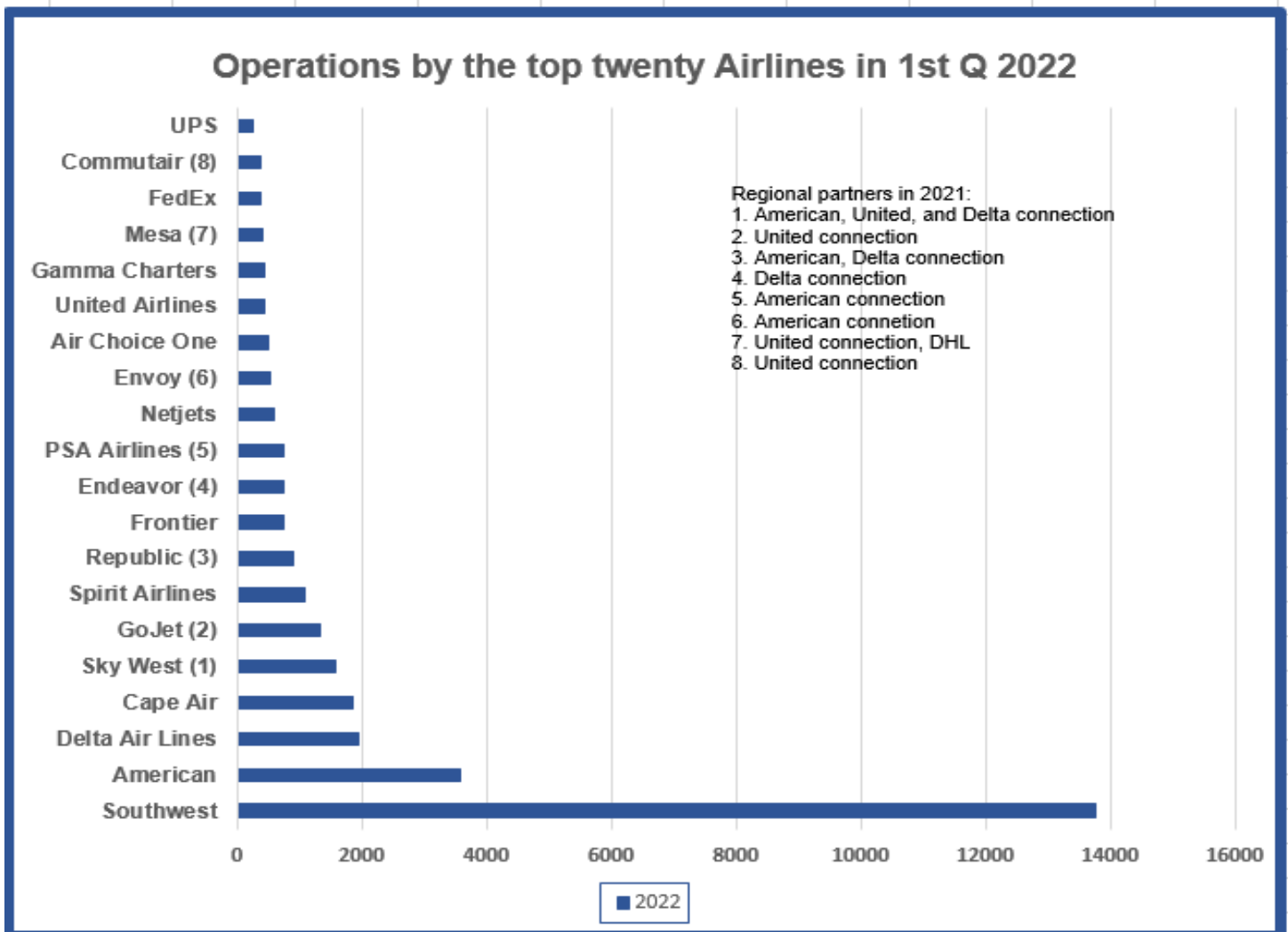
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OPERATIONS BY AIRLINE

The top twenty airlines in the 1st Quarter of 2022 including major carriers, regional carriers, and general aviation business jet aircraft accounted for 91.2 percent of all Part 121 and Part 135 operations. Shown in the chart below are the top 20 airlines including thirteen Part 121 commercial airlines, two EAS airlines (Cape Air, and Air Choice One), two general aviation business charter jets (Gamma Charters and Netjets Aviation), and three cargo airlines (UPS, DHL and FedEx). One carrier, Mesa Airlines, serves as a United connection and also contracts with DHL, a cargo operator. The 1st Quarter 2022 group includes eight regional commercial passenger jet airlines (this includes Mesa). Regional carriers accounted for 17.7 percent of the operations in the 1st Quarter of 2022. Southwest, Spirit, and Frontier are the only major airlines that are not partnered with the regional airlines at St. Louis Lambert International Airport.

There were 66 Part 121 and Part 135 airlines that utilized the Airport during this period. Part 121 airlines are commercial airlines with more than 30 seats and Part 135 airlines are planes with less than 30 seats.

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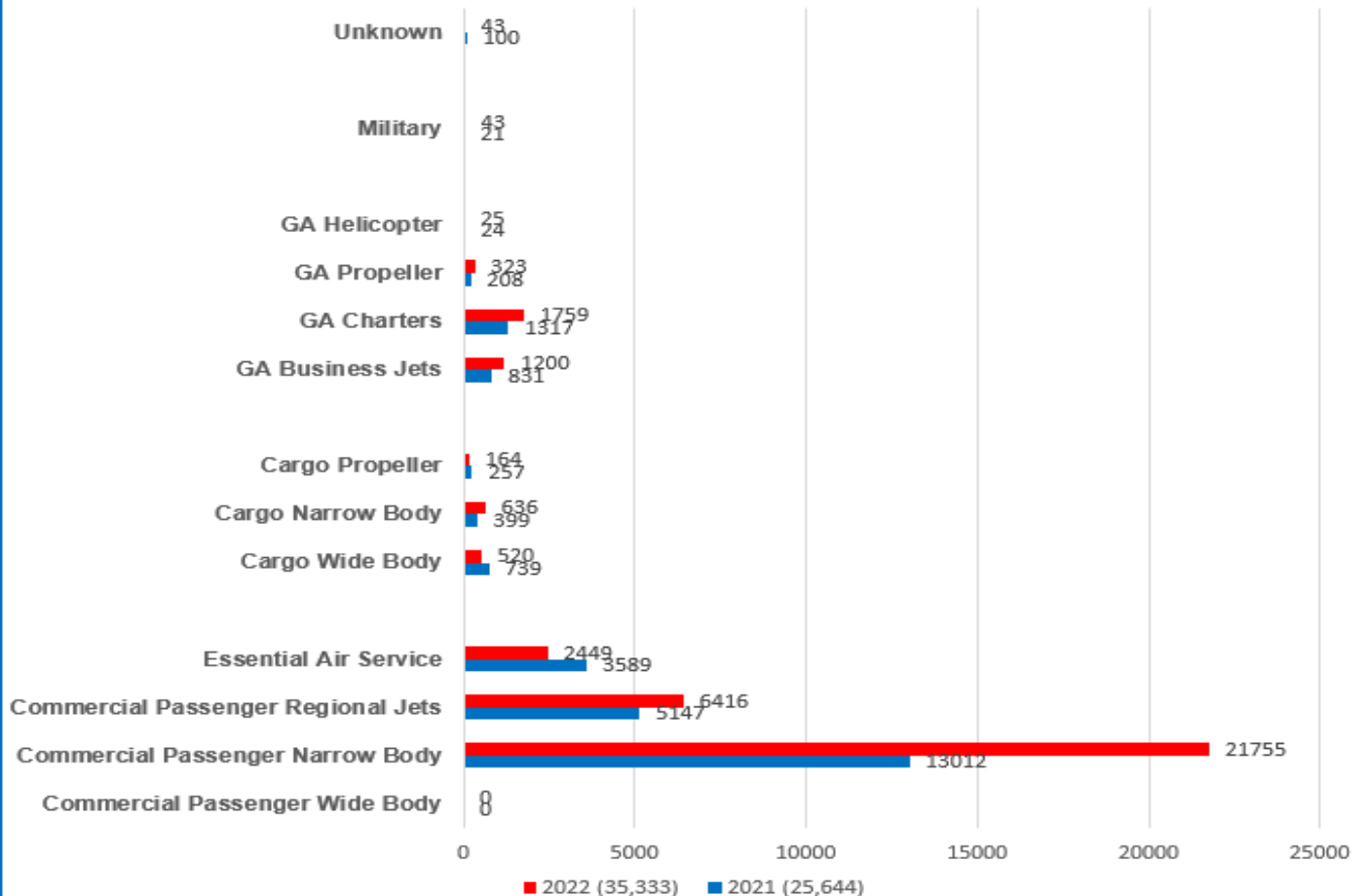
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OPERATIONS BY CATEGORY OF SERVICE

Most of the categories of service showed an increase in operations from 1st Quarter 2021 to 2022. Essential Air Service (- 31.7 percent), cargo wide body (-29.6 percent), cargo propeller (-36.2 percent) showed decreases in the 1st Quarter 2022 from 1st Quarter 2021. Commercial narrow body saw an increase of 67.2 percent from the 1st Quarter of 2021. With people becoming confident about travelling again, airlines saw an uptick in reservations which translated to adding more flights. Commercial narrow body cargo saw an increase of 59.4 percent in the 1st Quarter of 2022 (636) from the same period in 2021 (399). Military reporting has been declining because of FAA filtering. Charter operations are used by businesses and companies to move employees and passengers via general aviation business jets. There was an increase of 33.6 percent in charter operations reported by L3Harris in 1st Quarter 2022 (1,759) from 2021 (1,317). Overall, total operations in 1st Quarter 2022, as reported in the L3Harris data* were up 37.8 percent from 2021 even with two significant snowstorms impacting travel on two weekends in February 2022.

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Operations by Category of Service 1st Q 2021 and 2022

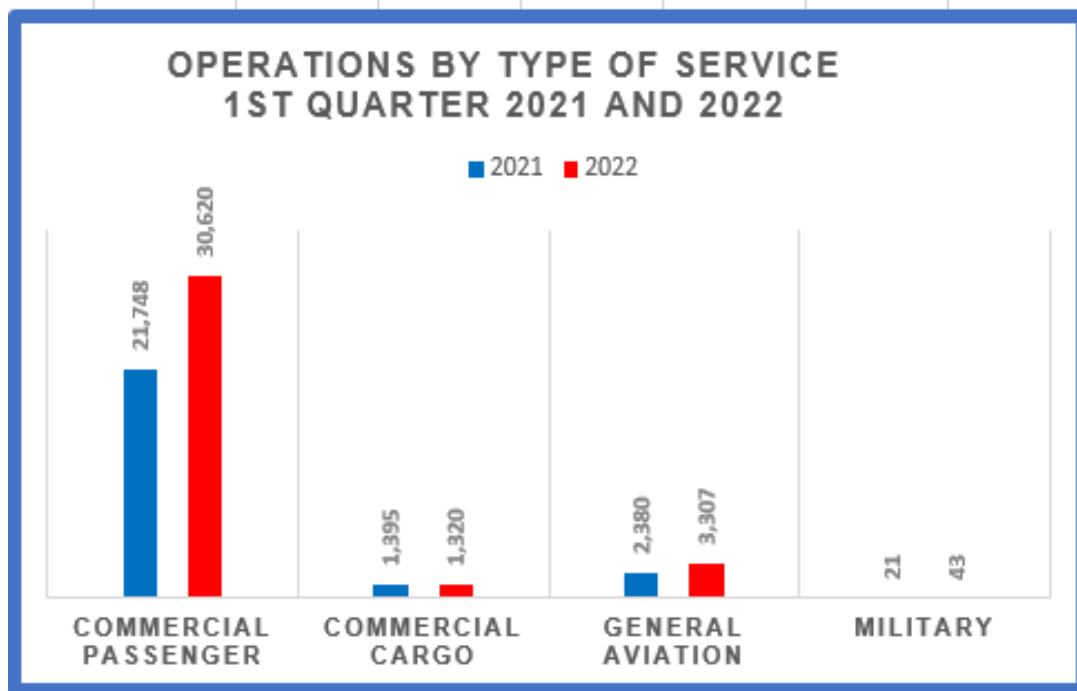


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OPERATIONS BY TYPE OF SERVICE

Commercial Passenger, Commercial Cargo, General Aviation, and Military are the four categories of operations. The L3Harris data* also includes unknown operations category for aircraft that were not identified by either the airline or aircraft equipment type, or both. Commercial passenger operations accounted for 86.7 percent of the total operations in the 1st Quarter 2022 as compared to 84.8 percent of the operations to the same period in 2021. L3Harris data reported the general aviation category, which includes business jets, propeller and helicopter operations at 9.4 percent of reported operations in 1st Quarter 2021 compared to 9.4 percent in 2021. In 1st Quarter 2022, commercial cargo was reported as 3.7 percent of all operations compared to 5.4 percent in 1st Quarter 2020. Military operations were 0.1 percent of all operations in the 1st Quarter 2022, however, not all military operations are reported in the data. In 2021 and continuing into 2022, the FAA began filtering more military operations than in previous years.

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OPERATIONS BY AIRCRAFT

Shown below are top fifteen aircraft operating at St. Louis Lambert Airport in the 1st Quarter 2022. In the 1st Quarter of 2022, the Boeing 737- 700 (8,188 operations) increased by 20.0 percent and the Boeing 737-800 increased by 70.3 percent from the same period in 2021. Commercial passenger service was up 40.8 percent from 1st Quarter 2021. Five of the top fifteen aircraft at the Airport are operated by regional carriers. There were 160 known aircraft types that landed at St. Louis Lambert International Airport during this period according to L3 Harris data*.

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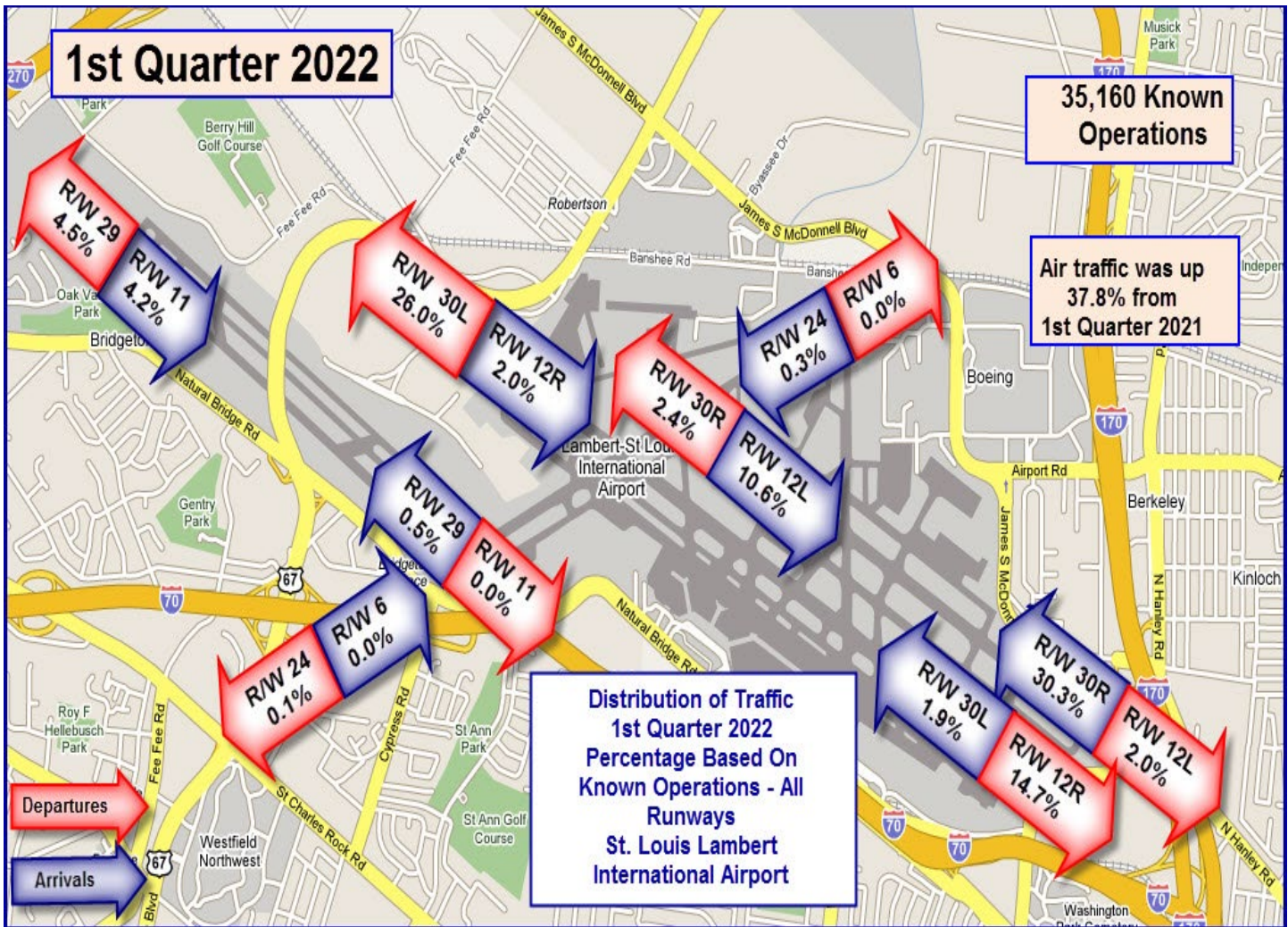


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DISTRIBUTION OF TRAFFIC

There were 35,333 operations recorded in the 1st Quarter 2022 compared to 25,644 operations in 1st Quarter 2021, an increase of 37.8 percent. The chart below shows the total percentages of use for known runways for this period. The most utilized runway for known departures was Runway 30L (26.0 percent). The most utilized runway for known arrivals was Runway 30R (30.3 percent). The crosswind runway 6-24 was the least used runway for this period. The Distribution of Traffic (Eastbound vs. Westbound) for the 1st Quarter 2022 was 33.8 percent eastbound and 66.2 percent westbound operations.

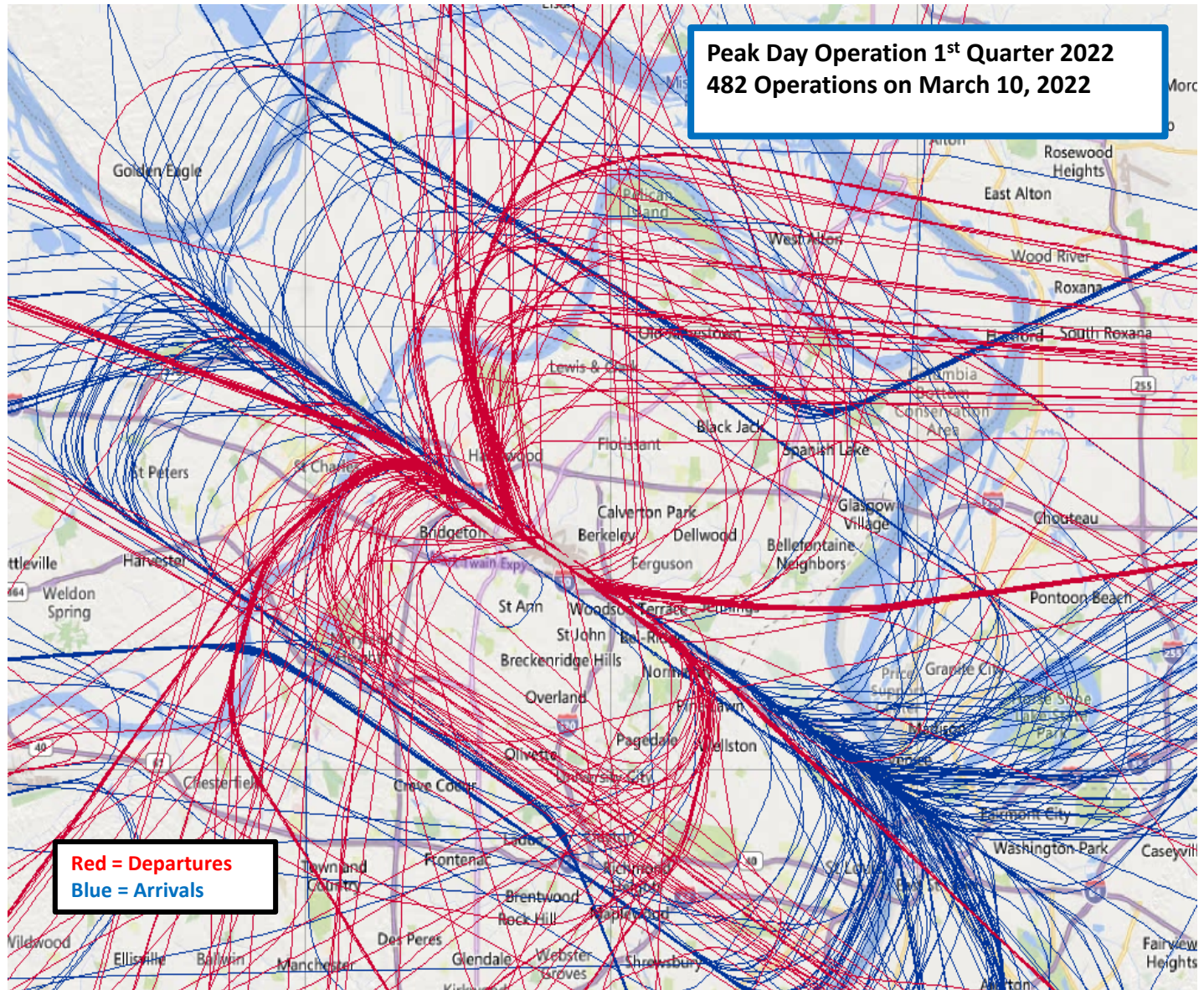
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1st Quarter 2022

Peak Day Operation



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