AIRPORT NOISE MANAGEMENT REPORT
Year 2018
The Airport Noise Management Report provides the Year 2018 summary of St. Louis Lambert International Airport’s operations and noise complaints. The data in this report is from Harris, Inc. and not from FAA Air Traffic. This report is illustrative of trends and distribution and should not be construed as official traffic counts.

There were 45 noise complaints received in both 2018 and 2017. The 45 complaints were from 14 communities. Residents complained about too many aircraft using Runway 29 and not using other runways to spread out the noise. Because of severe thunderstorms in May and June, ATCT turned aircraft sharply after departing and residents complained about aircraft not following procedures. Complainants to the east of the Airport complained about aircraft disrupting and blocking TV signals in the morning. Another complainant had recently bought a house and wondered why there were so many aircraft now over his house. An anonymous resident complained about the helicopters that accompanied the President’s visit to St. Louis. Residents complained about military touch and goes and departures of squadrons waking children taking naps. Thirty nine complaints were about day time operations (7:00 a.m. to 10:00 p.m.) and six complaints were about night-time operations (10 p.m. to 7 a.m.). Landings and take-offs (operations) during the day time hours accounted for 86.7% of the operations while 13.3% of the operations occurred during the night time period. Chart below shows number of complaints by zip code.

<table>
<thead>
<tr>
<th>Quarters</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
<th>Zip</th>
<th>Calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Quarter</td>
<td>63031</td>
<td>3</td>
<td>63112</td>
<td>2</td>
<td>63141</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2nd Quarter</td>
<td>63042</td>
<td>1</td>
<td>63044</td>
<td>3</td>
<td>63113</td>
<td>1</td>
<td>63114</td>
<td>1</td>
<td>63121</td>
<td>5</td>
<td>63130</td>
<td>1</td>
<td>63301</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd Quarter</td>
<td>63033</td>
<td>2</td>
<td>63043</td>
<td>2</td>
<td>63044</td>
<td>6</td>
<td>63109</td>
<td>1</td>
<td>63114</td>
<td>1</td>
<td>63121</td>
<td>3</td>
<td>63134</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th Quarter</td>
<td>63043</td>
<td>1</td>
<td>63044</td>
<td>4</td>
<td>63121</td>
<td>3</td>
<td>63146</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
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.
There were 193,005 operations recorded in 2018 as compared to 194,432 operations in 2017, a decrease of −0.7% according to Harris data*. Runway 30R was the most utilized runway for arrivals in 2017 (21.9%) and in 2018 (21.3%). Runway 30L was the most utilized runway for known departures in 2018 (18.6%) and in 2017 (20.4%). In 2018, Runway 12L/30R was closed for a part of July and August due to runway reconstruction. In 2018, there were 192,009 (99.4%) operations in which the runway was identified and 996 operations (0.6%) where the runways were not identified.

*The Harris 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.
The 2018 top twenty airlines including major carriers, regional carriers, and general aviation business jet aircraft accounted for 89.7% of all operations. Shown in the chart below are the top 18 Part 121 airlines and the top two general aviation business jets (Gamma Jets and Netjets) for 2018 and 2017. The 2018 top twenty includes eleven regional commercial passenger jet airlines. Regional jets accounted for 18.4% of the operations in 2018 and 21.2% of the operations in 2017. Southwest and Frontier at St Louis Lambert Airport are the only major airlines that are not partnered with the regional airlines.

There were 92 Part 121 and Part 135 airlines that utilized St. Louis Lambert International Airport during this period. Part 121 airlines are commercial scheduled airlines with more than 30 seats and Part 135 airlines are planes with less than 30 seats.

*The Harris 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.
In 2018, commercial passenger narrow body operations increased +3.9% from 2017 operations. Commercial passenger regional jets increased +2.3% from 2017. The commercial passenger propeller operations decreased –31.8% in 2018. Cargo wide body operations increased +29.8%. General aviation business jets were up +2.3 from 2017. Military operations are filtered so most operations are not reported. Overall, operations in 2018, as reported in the Harris data* were down –0.7% from 2017.

*The Harris 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.
Commercial Passenger, Commercial Cargo, General Aviation, and Military are the four categories of operations. The Harris data* also includes unknown operations category for aircraft that were not identified by either the airline or aircraft equipment type, or both. In 2018, the largest number of operations was Commercial Passengers with 89.8% as compared to 89.9% for 2017. General Aviation had 7.4% of reported operations in 2018 compared to the 7.0% in 2017. Commercial cargo 1.9% compared to 2.0% in 2017. Reported Military operations were at 0.3% in 2018, however, military operations are filtered and not all military operations are reported in the data.

*The Harris 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.
Shown below are top twenty aircraft operating at St. Louis Lambert Airport in 2018 and 2017. In 2018, the Boeing 737-700 operations increased by 16.7% and the Boeing 737-800 increased by 14.2% from 2017. In 2018, the Boeing 737-800M increased from 66 operations to 1,712, almost 2500%. Six of the top ten aircraft at the Airport are operated by regional carriers. There were 233 different types of aircraft that landed at St. Louis Lambert International Airport during this period according to Harris data*.

*The Harris 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.
There were 193,005 operations recorded in 2018 compared to 194,432 operations in 2017, a decrease of 0.7%. Runway utilization for Runways 12L/30R and 12R/30L was impacted by ongoing taxiway construction on Taxiways Kilo and Sierra and the rehabilitation of Runway 12L-30R during the summer and fall months. The chart below shows the total percentages of use for known runways for this period. The most utilized runway for departures was Runway 30L (18.8%). The most utilized runway for arrivals was Runway 30R (21.5%). The crosswind runway 6-24 was the least used runway for this period. The Distribution of Traffic (Eastbound vs. Westbound) for 2018 was 45.5% eastbound and 54.5% westbound operations.

*The Harris 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.
Peak Day Operation of 2018
622 Operations
June 15, 2018
As reported by FAA

Red - Departures
Blue - Arrivals