



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT.

1st Quarter CY2020 NOISE MANAGEMENT AND AIRLINE TRAFFIC REPORT



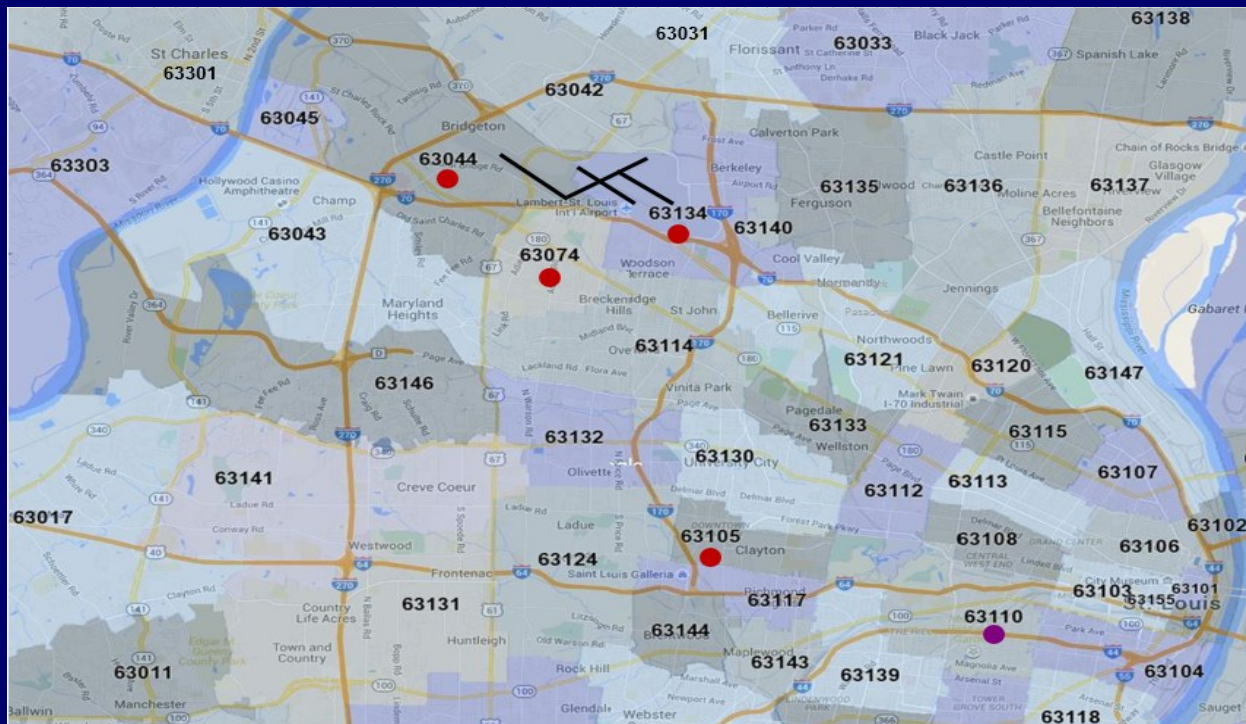
STL Airport Noise Management and Airline Traffic Report

The Airport Noise Management Report provides the 1st Quarter 2020 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.

1ST QUARTER 2020

NOISE COMPLAINTS

There were nine noise complaints received in the 1st Quarter of 2020, compared to the eight noise complaints in 2019. The noise complaints were from five communities, however, one complainant did not leave their address so they are listed as an unknown. The complaints were about loud, low, and frequent aircraft over their homes. Residents said that aircraft disturbed their sleep and TV reception was disrupted. There were two complaints about night-time operations designated as the hours of 10 p.m. to 7 a.m and seven complaints about day-time operations (7 a.m. to 10 p.m.). Landings and take-offs (operations) during the day time hours accounted for 87.6 percent of the operations while 12.4 percent of the operations occurred during the night time period. The chart below shows number of complaints by zip code. Not all complainant zip



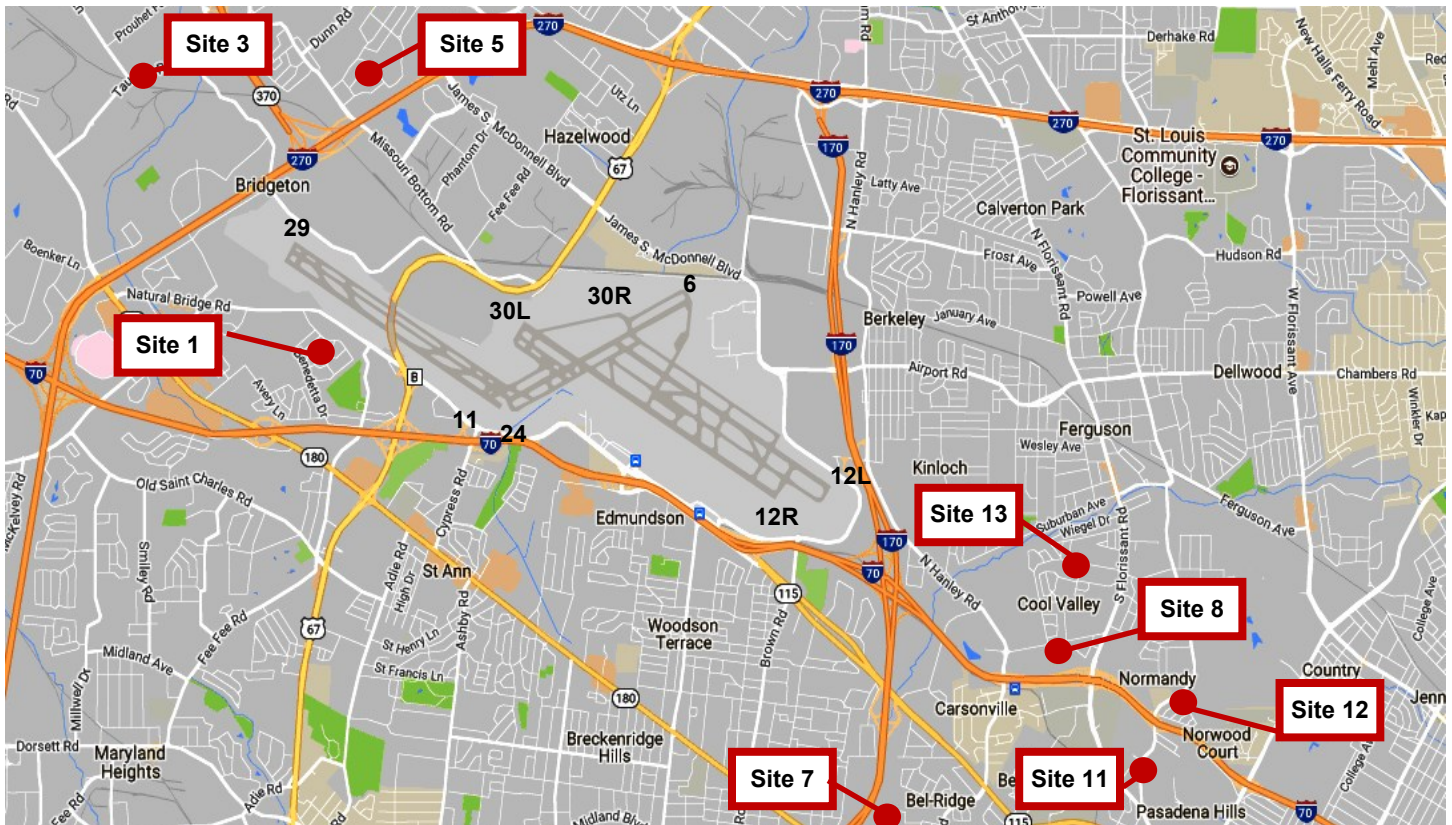
Qtr.	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls
1st	63044	2	63074	2	63105	2	63134	2	UNK	1	-	-	-	-	-	-	-	-	-	-
2nd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4th	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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RUNWAY IDENTIFICATION

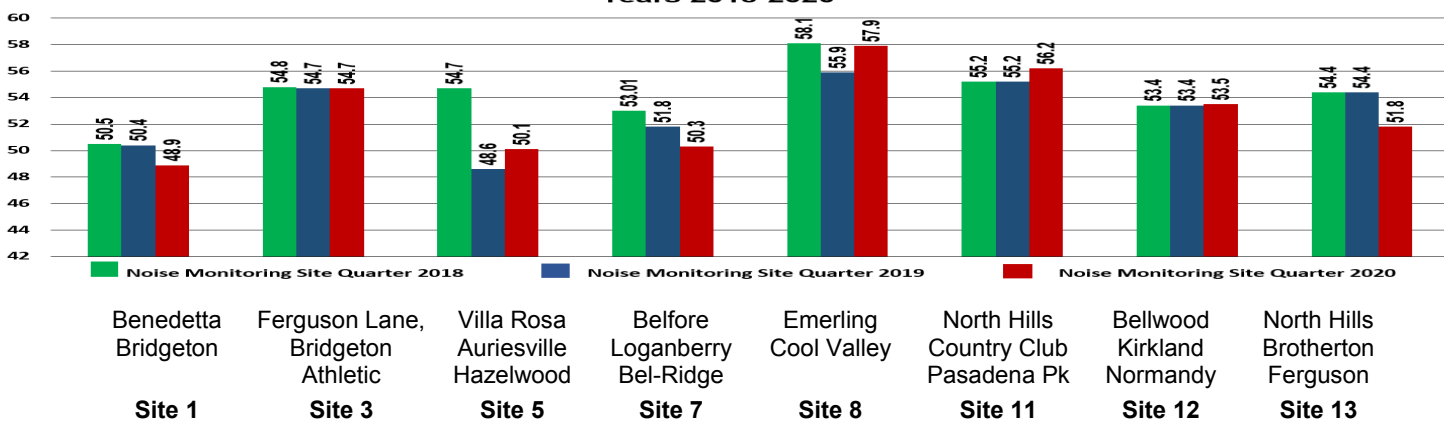
The runways at St. Louis Lambert International Airport are: 12R/30L (11,019'x200'), 12L/30R (9,003'x150'), 11/29 (9,001'x150'), and 6/24 (7,607'x150').

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 Average DNL (Day/Night/Level)
Years 2018-2020**

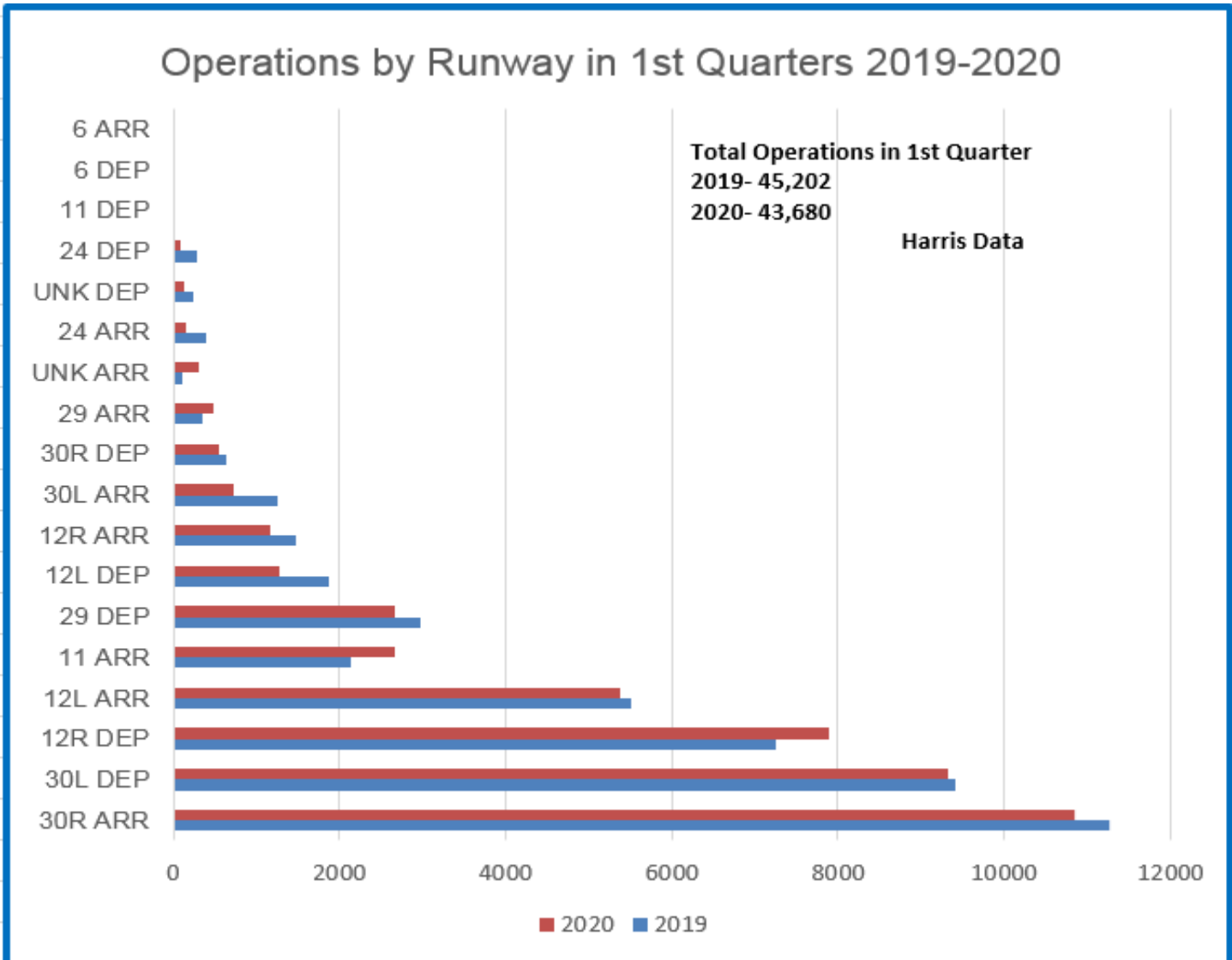


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OPERATIONS BY RUNWAY

There were 43,680 operations in the 1st Quarter of 2020 compared to 45,202 operations in the 1st Quarter of 2019, a decrease of -3.5 percent according to Harris data*. Beginning in early January, the Covid-19 virus began affecting the United States. People began cancelling trips and flights to prevent from getting the virus. As a result, the airlines experienced a sharp decline in the number of passengers which the Airlines in turn cancelled and grounded flights. The Airport expects a more significant decrease in operations and passengers for the rest of the year. During the 1st Quarter of 2020, Runway 30R had greatest number of arrivals at 24.8 percent and Runway 30L had the greatest number of departures at 21.3 percent. In the 1st Quarter of 2020, there were 43,236 (99.0 percent) operations in which the runway was identified and 444 operations (1.0 percent) 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.



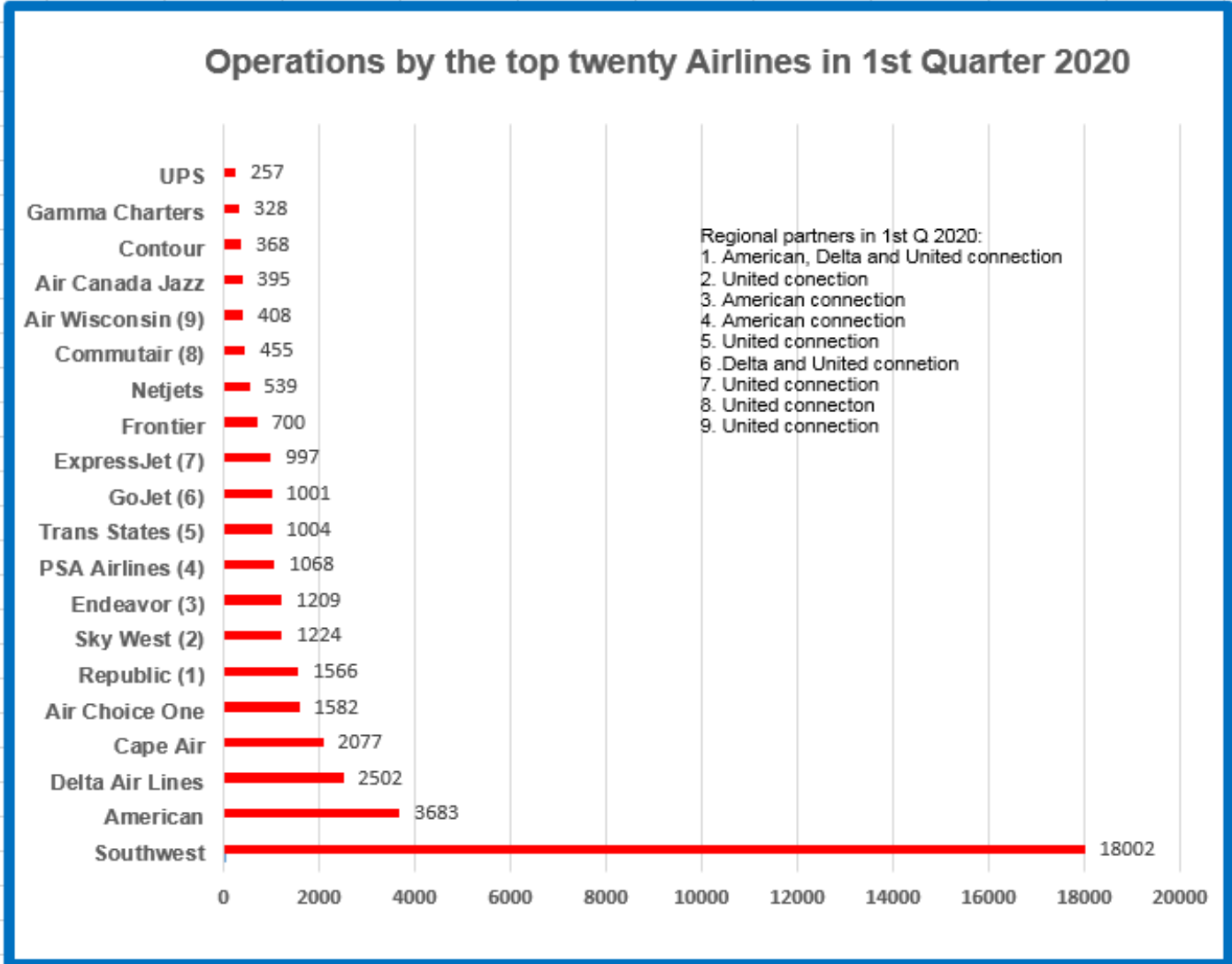
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OPERATIONS BY AIRLINE

The top twenty airlines in the 1st Quarter of 2020 including major carriers, regional carriers, and general aviation business jet aircraft and cargo accounted for 90.1 percent of all operations. Shown in the chart below are the top 15 Part 121 airlines and the top two general aviation business charter jets (Gamma Charters and Netjets Aviation) for 1st Quarter 2020. The 1st Quarter 2020 includes nine regional commercial passenger jet airlines. Regional carriers accounted for 20.4 percent of the operations in the 1st Quarter. Southwest and Frontier are the only major airlines that are not partnered with the regional airlines at St. Louis Lambert International Airport.

There were 94 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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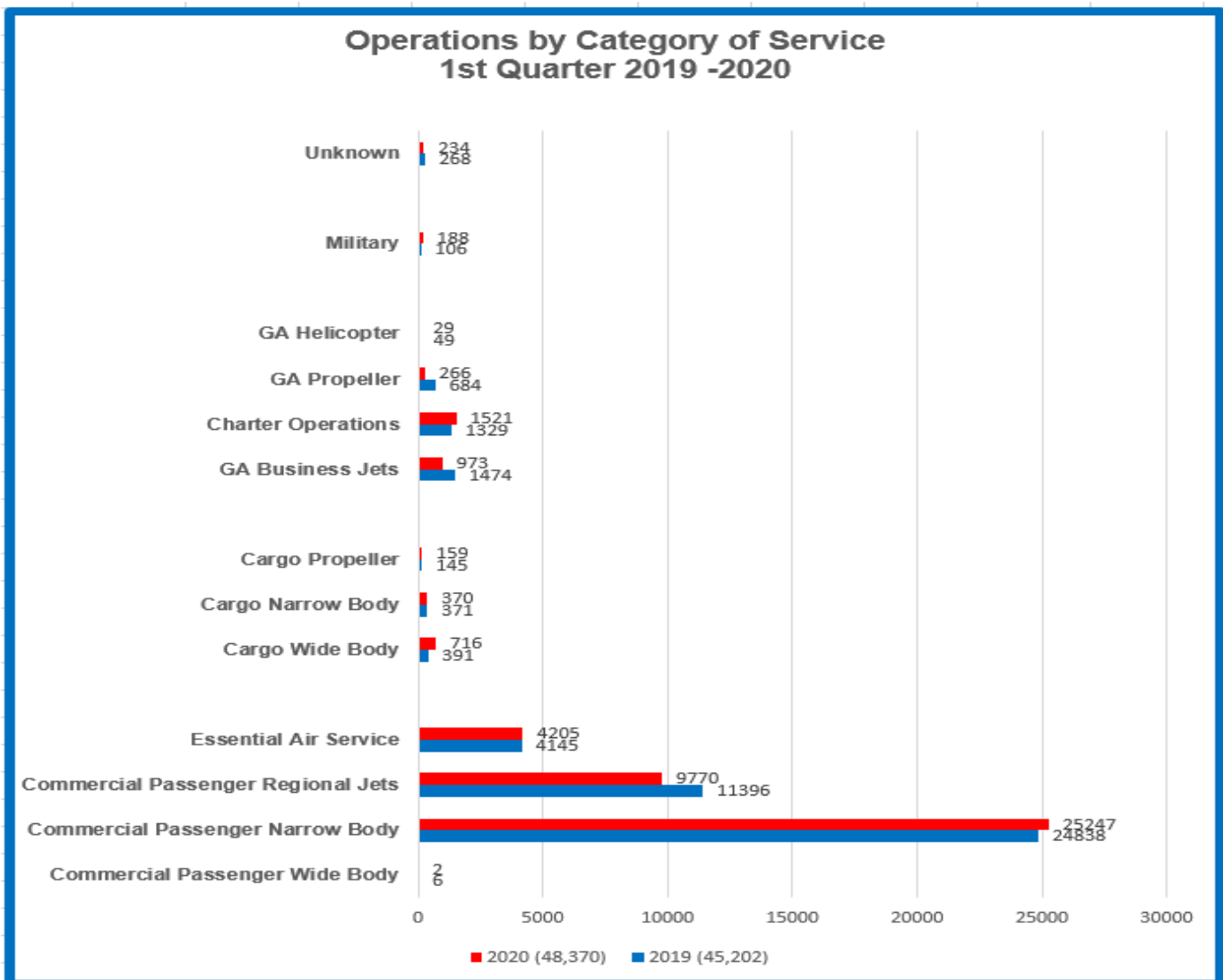


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OPERATIONS BY CATEGORY OF SERVICE

Essential Air Service increased 1.4 percent in the 1st Quarter of 2020 from the same period in 2019. Commercial narrow body operations were up 1.6 percent with Southwest Airlines adding more flights from St. Louis. Charter operations are used by businesses and companies to move employees and passengers via general aviation business jets. There was an increase of 1.4 percent in charter operations reported by Harris from 2019. Commercial cargo operations including wide body, narrow body and cargo propeller increased 37.3 percent from 2019. Commercial cargo wide body operations were up 83.1 percent. The increase was due to Amazon adding cargo service in St. Louis. Military operations are filtered so most operations are not reported. Overall, even with the increase in operations in commercial passenger narrow body and commercial cargo operations, total operations in the 1st Quarter 2020, as reported in the Harris data*, were down 3.5 percent from 2019. The March 2020 numbers began to reflect the impact of the Covid-19 pandemic on the aviation industry.

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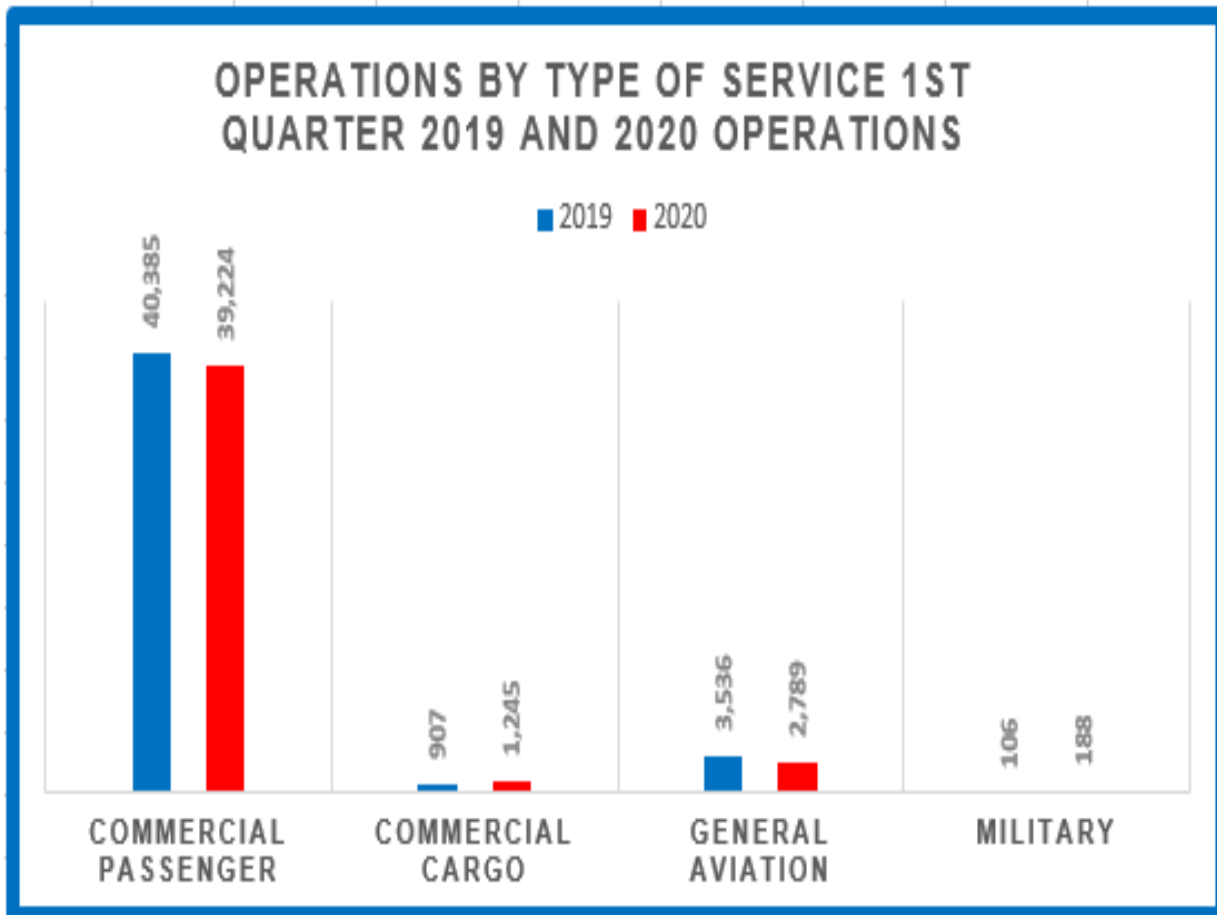


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OPERATIONS BY TYPE OF SERVICE

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 the 1st Quarter of 2020, commercial passenger operations were at 90.3 percent compared to 89.9 percent for the same period in 2019. Harris reported that the general aviation category which includes business jets, propeller and helicopter operations, had 6.4 percent of reported operations in 2020 compared to 7.9 percent for the same period in 2019. In 2020, commercial cargo was reported as 2.9 percent compared to 2.0 percent in the 1st Quarter of 2019. Military operations were 0.4 percent in the 1st Quarter of 2020, however, military operations are filtered and not all military operations are reported in the data.

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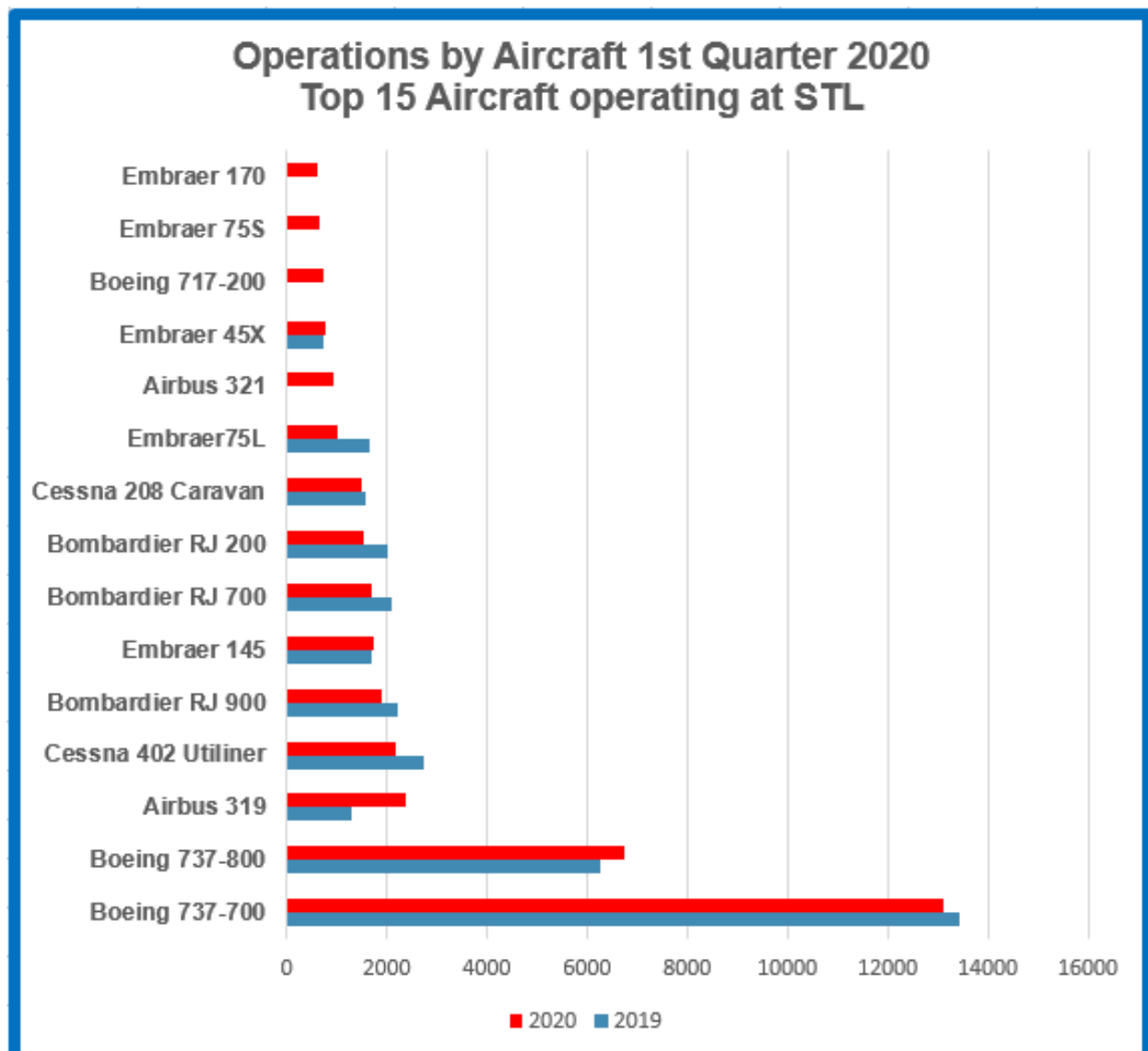


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OPERATIONS BY AIRCRAFT

Shown below are top fifteen aircraft operating at St. Louis Lambert Airport in the 1st Quarter of 2020. In 2020, the Boeing 737-700 (13,111 operations) decreased by 2.4 percent and the Boeing 737-800 increased by 7.8 percent from the same period in 2019. Moving into the top 15 aircraft at the Airport in the 1st Quarter 2020 were the Airbus 321 (917), Boeing 717-200 (742), and the Embraer 170 (628). The Boeing 737-800M, the Airbus 320, and the McDonnell Douglas MD 88 fell out of the top 15 in 2020. Five of the top ten aircraft at the Airport are operated by regional carriers. There were 153 known aircraft types that landed at St. Louis Lambert International Airport during this period according to Harris data*.

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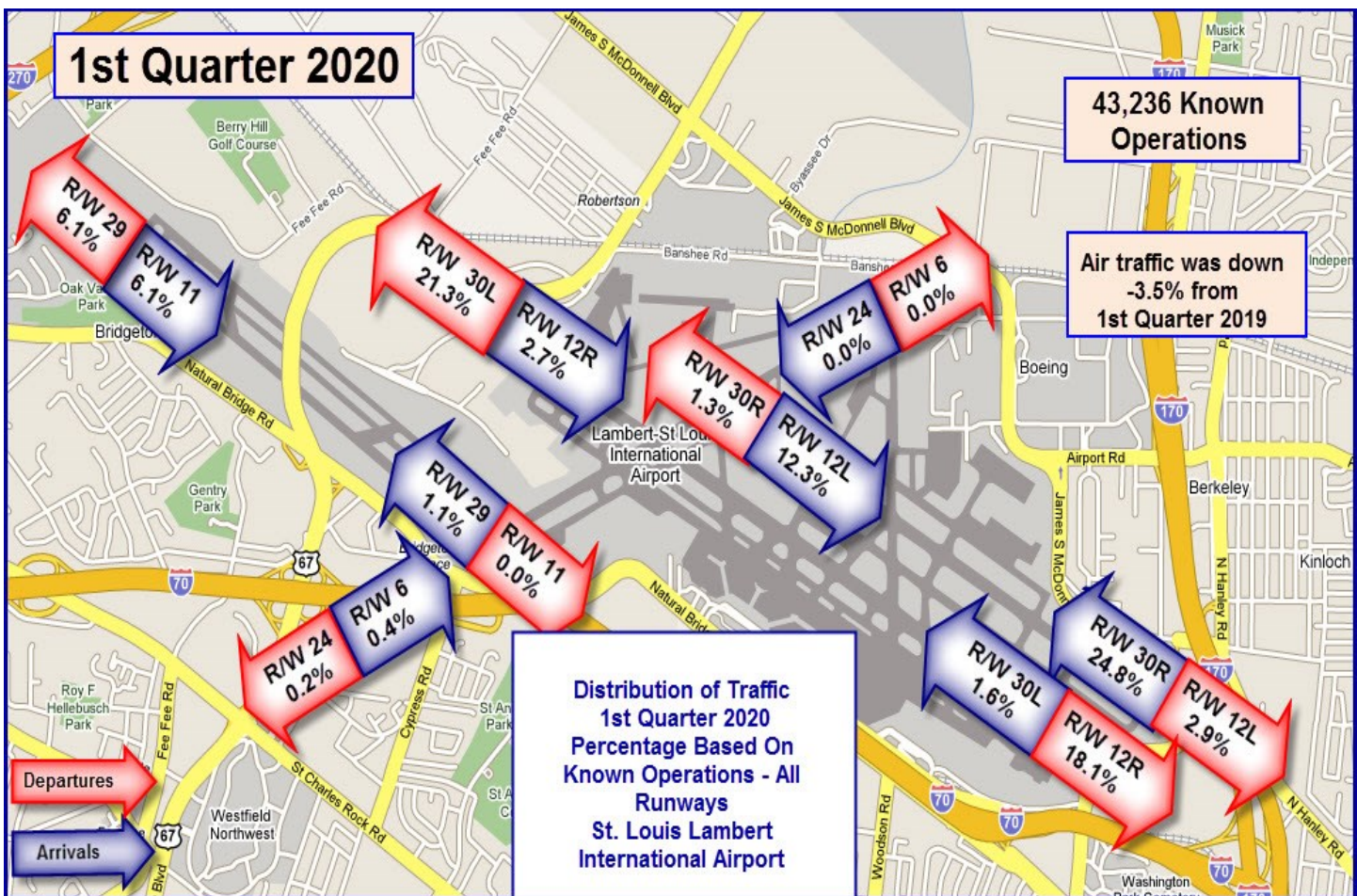


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DISTRIBUTION OF TRAFFIC

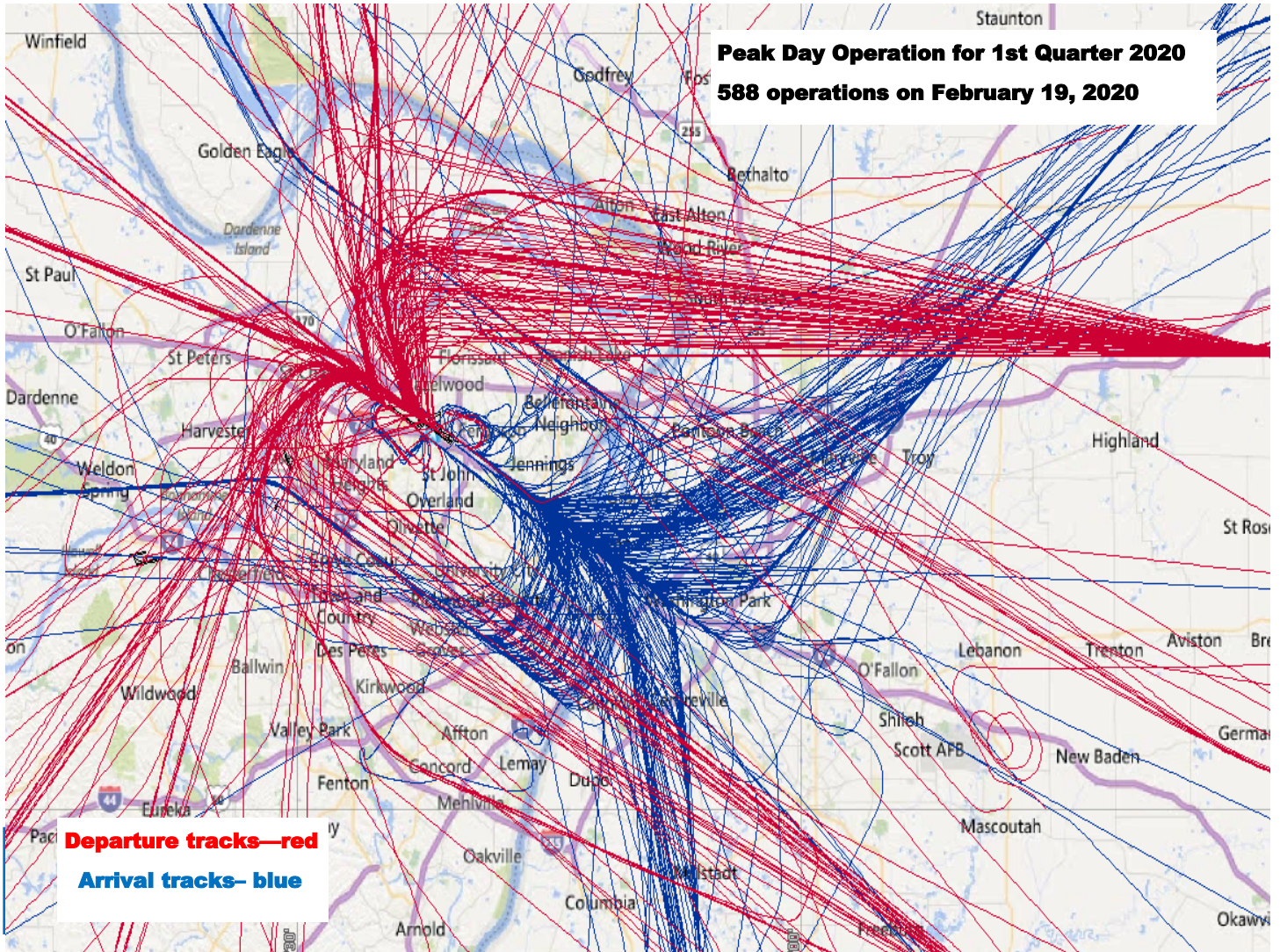
There were 43,680 operations recorded in the 1st Quarter of 2020 compared to 45,202 operations in 2019, a decrease of 3.5 percent. The chart below shows the total percentages of use for known runways for this period. The most utilized runway for departures was Runway 30L (21.3 percent). The most utilized runway for arrivals was Runway 30R (24.8 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 of 2020 was 42.3 percent eastbound and 57.7 percent westbound operations.

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1ST QUARTER 2020



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