



**ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT™**

**2nd Quarter
CY2020
NOISE MANAGEMENT
AND AIRLINE TRAFFIC REPORT**



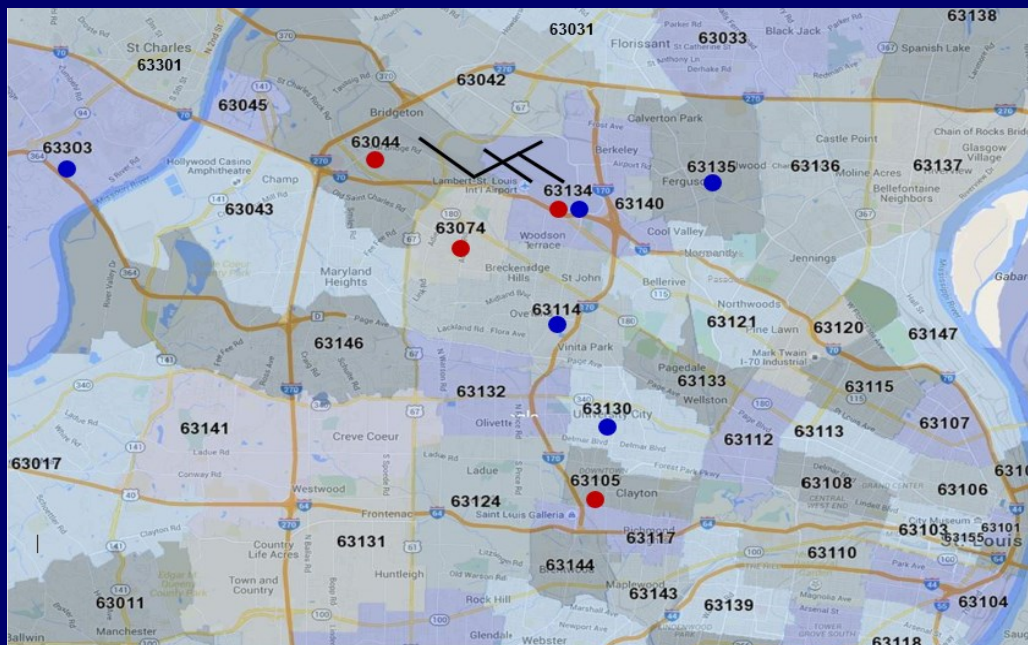
STL Airport Noise Management and Airline Traffic Report

The Airport Noise Management Report provides the 2nd Quarter 2020 summary of St. Louis Lambert International Airport's operations and noise complaints. The data in this report is from L3Harris, Inc. and not from FAA Air Traffic. This report is illustrative of trends and distribution and should not be construed as official traffic counts.

2ND QUARTER 2020

NOISE COMPLAINTS

There were eleven noise complaints received in the 2nd Quarter of 2020, compared to the forty three noise complaints in 2019. The noise complaints were from eight communities. Two complainants are not shown on the map below because they were outside the map boundaries. The complaints were about loud, low, and frequent aircraft over their homes. Two complaints were about the Air Force C40B operating out of Scott Air Force Base. The aircraft looks like Air Force One and is used to transport the Vice-President, Secretary of State and other dignitaries. The C40B had been conducting touch and goes at STL on RWY 11-29. There were five complaints about night-time operations designated as the hours of 10 p.m. to 7 a.m and six complaints about day-time operations (7 a.m. to 10 p.m.). Landings and take-offs (operations) during the day time hours accounted for 90.1 percent of the operations while 9.9 percent of the operations occurred during the night time period. The chart below shows number of complaints by zip code.



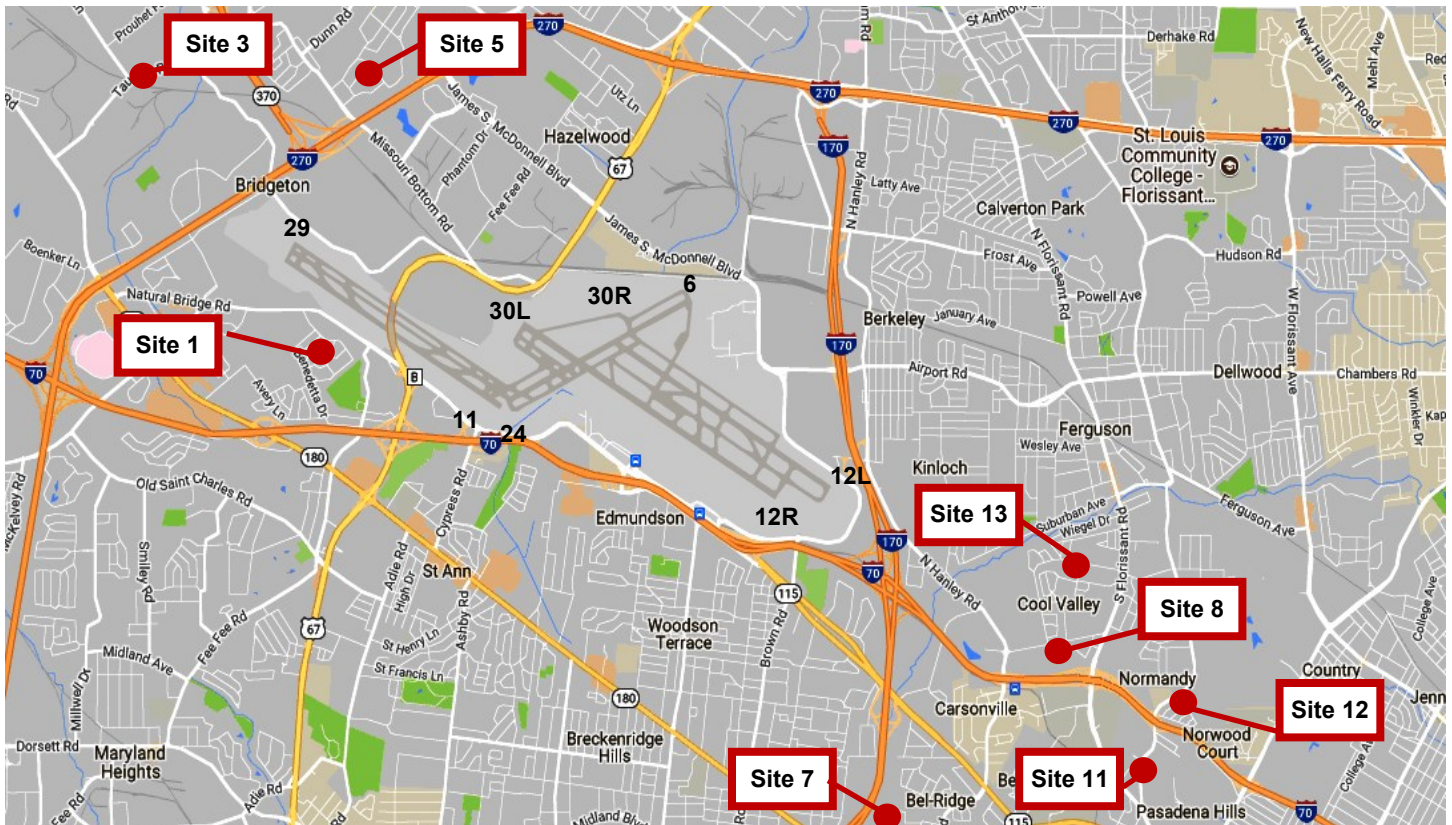
Qtr.	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls
1st	63044	2	63074	2	63105	2	63134	2	UNK	1	-	-	-	-	-	-	-	-	-	-
2nd	63005	4	63021	1	63114	1	63130	1	63134	2	63135	1	63303	1	-	-	-	-	-	-
3rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4th	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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RUNWAY IDENTIFICATION

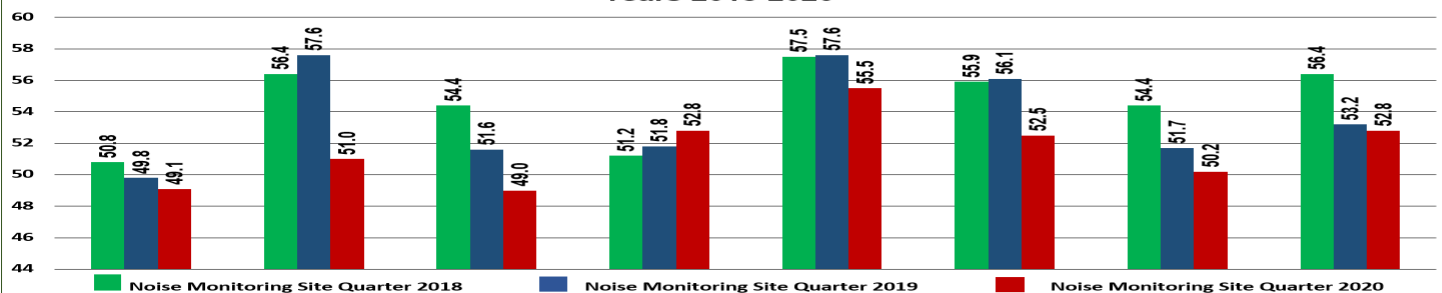
The runways at St. Louis Lambert International Airport are: 12R/30L (11,019'x200'), 12L/30R (9,003'x150'), 11/29 (9,001'x150'), and 6/24 (7,607'x150').

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
2nd Quarter Average DNL (Day/Night/Level)
Years 2018-2020**



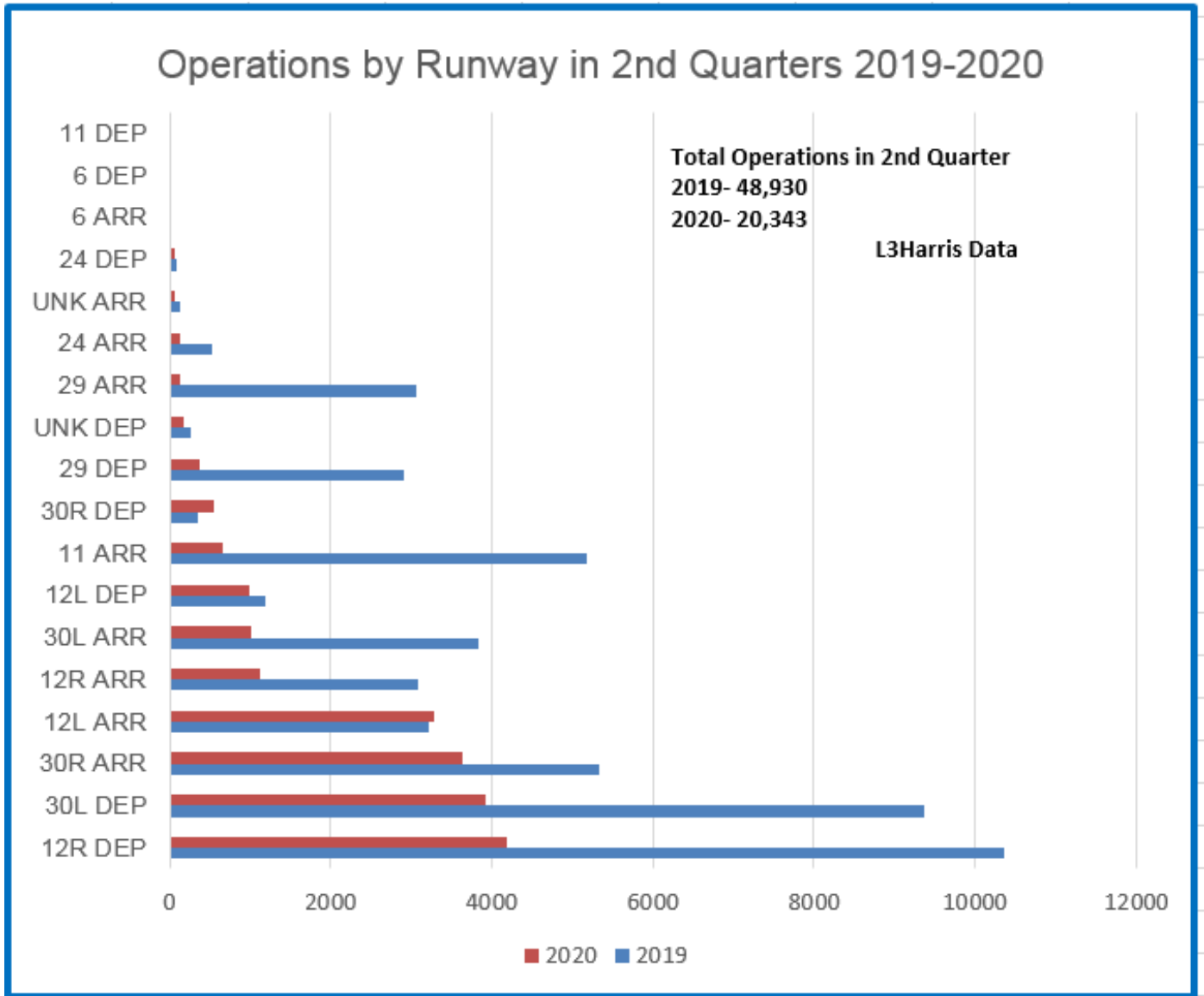
Benedetta Bridgeton **Site 1**
 Ferguson Lane, Bridgeton Athletic **Site 3**
 Villa Rosa Auriesville Hazelwood **Site 5**
 Belfore Loganberry Bel-Ridge **Site 7**
 Emerling Cool Valley **Site 8**
 North Hills Country Club Pasadena Pk **Site 11**
 Bellwood Kirkland Normandy **Site 12**
 North Hills Brotherton Ferguson **Site 13**

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OPERATIONS BY RUNWAY

There were 20,343 operations in the 2nd Quarter of 2020 compared to 48,930 operations in the 2nd Quarter of 2019, a decrease of -58.4 percent according to L3Harris data*. Beginning in early January, the Covid-19 virus began affecting the United States. Passengers began cancelling trips and flights to prevent from getting the virus and the airlines experienced a sharp decline in the number of reservations. Airlines in turn cancelled and grounded flights. The 2nd Quarter shows the result of the flight cancellations. During the 2nd Quarter of 2020, Runway 30R had greatest number of arrivals at 17.8 percent and Runway 12R had the greatest number of departures at 20.6 percent. In the 2nd Quarter of 2020, there were 20,098 (98.8 percent) operations in which the runway was identified and 245 operations (1.2 percent) where the runways were not identified.

*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.



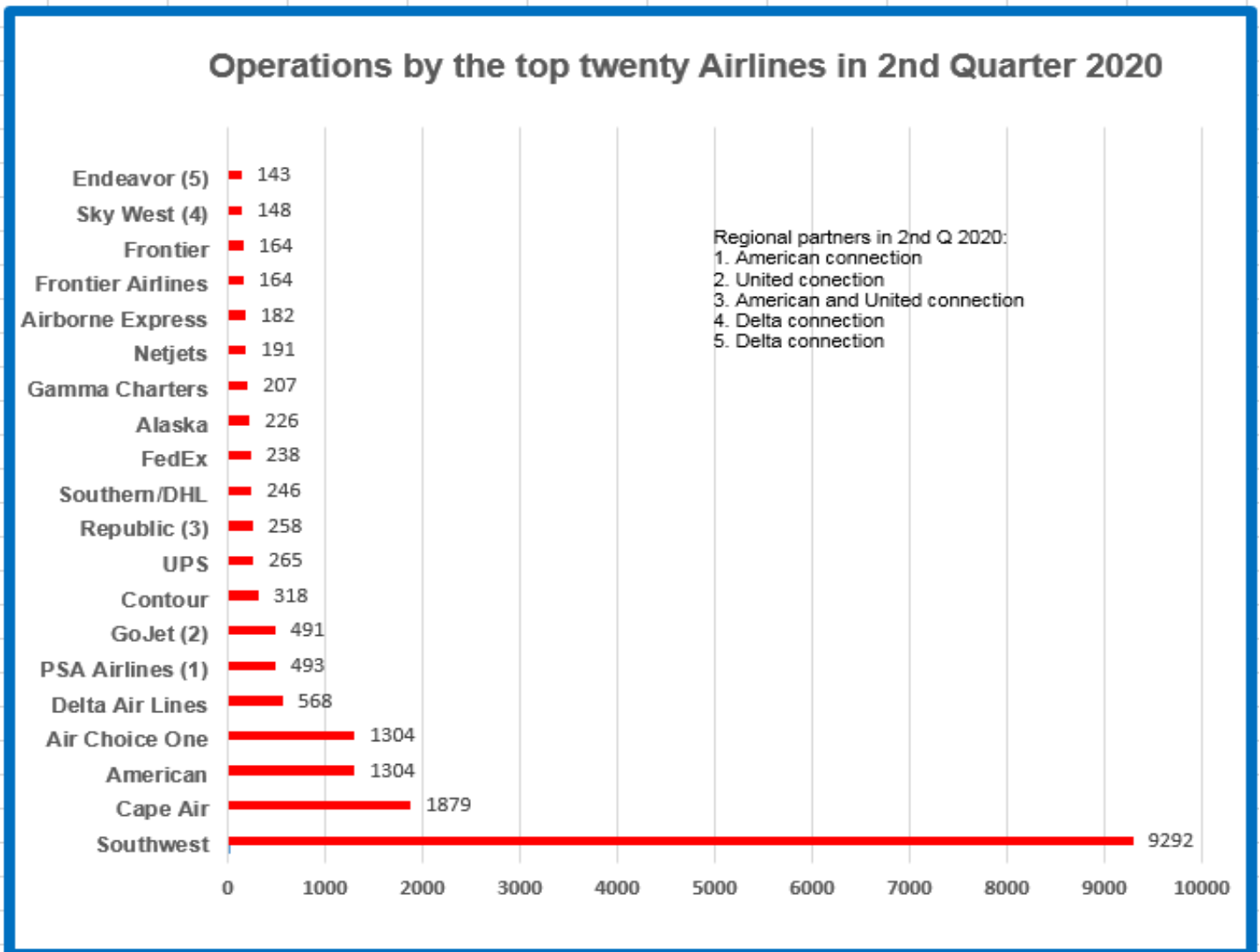
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OPERATIONS BY AIRLINE

The top twenty airlines in the 2nd Quarter of 2020 included major carriers, regional carriers, cargo, essential air carriers, and general aviation business jet aircraft accounting for 87.7 percent of all operations. Shown in the chart below are the top twelve Part 121 airlines, two general aviation business charter jets (Gamma Charters and Netjets Aviation), three essential air carriers, and three commercial cargo operators (FedEx, Southern/DHL, and UPS) for 2nd Quarter 2020. The 2nd Quarter 2020 includes five regional commercial passenger jet airlines. Regional carriers accounted for 7.5 percent of the operations in the 2nd 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 43 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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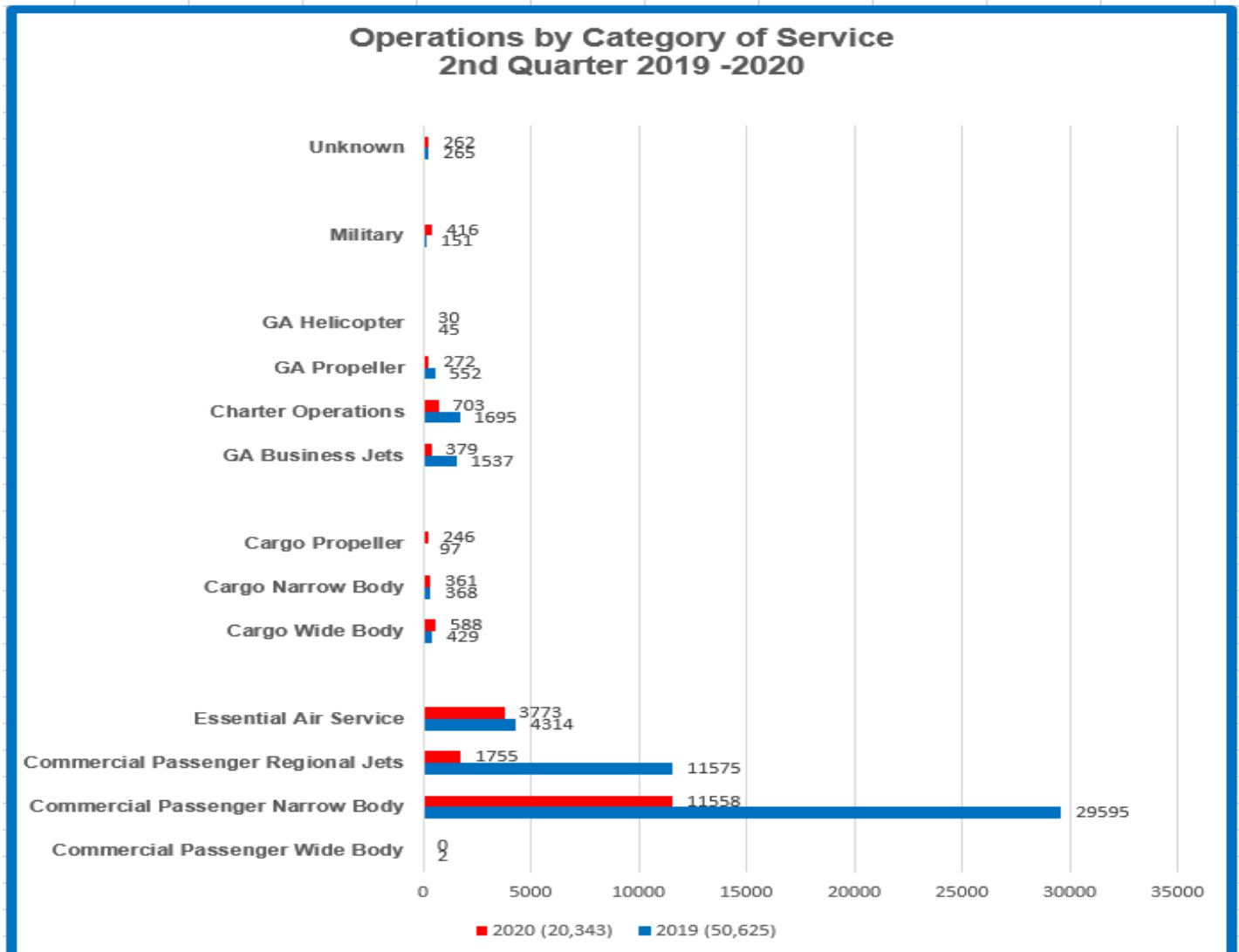


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OPERATIONS BY CATEGORY OF SERVICE

Essential Air Service decreased 12.5 percent in the 2nd Quarter of 2020 from the same period in 2019. Commercial cargo operations including wide body, narrow body and cargo propeller increased 37.3 percent from 2019. Commercial cargo operations were up 25.2 percent during the same period even though all other categories saw a drop in operations due to the pandemic. Wide body cargo operations were up 27.0 percent with increased flights for FedEx, Amazon and UPS. Military operations showed an increase due to new reporting by L3Harris but most military operations are filtered. Overall, even with the increase in operations in essential air service and cargo, total operations in the 2nd Quarter 2020, as reported in the L3Harris data*, were down 59.8 percent from 2019. The 2nd Quarter numbers reflect the impact of the Covid-19 pandemic on the aviation industry.

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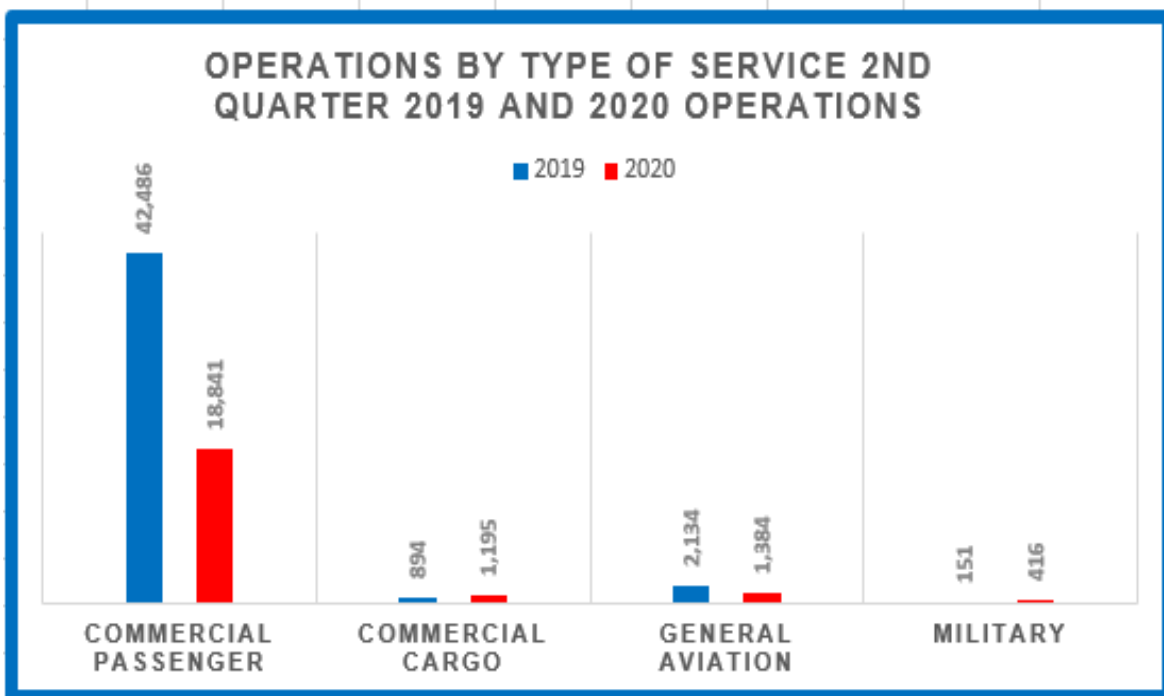


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OPERATIONS BY TYPE OF SERVICE

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 2nd Quarter of 2020 with airlines cutting flights due to the decrease in passengers flying because of the Covid 19 virus, commercial passenger operations were about half (44.3 percent) of the number of operations in for the same period in 2019. Also impacted was the general aviation (GA) category which includes business jets, propeller and helicopter operations. GA reported 1,384 operations as compared to the same period in 2019 which had 2,134 operations. The impact of the Covid19 on the airline industry was a reduction in operations of - 59.8 percent from 2019. Commercial cargo was actually up by 25.1 percent because consumers turned to Amazon, FedEx, and UPS for deliveries. With a change in L3Harris reporting, military operations were at 1.9 percent of the operations in the 2nd Quarter of 2020. Still, not all military operations show up in the data.

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OPERATIONS BY AIRCRAFT

Shown below are top fifteen aircraft operating at St. Louis Lambert Airport in the 2nd Quarter of 2020. In 2020, the Boeing 737-700 (5,786 operations) and the Boeing 737-800 (4,228) remained number one and two in the top operating aircraft at the Airport. The Boeing 767-300 and the Boeing 767-200, both used by cargo operators, also made the top fifteen for the 2nd Quarter. Four of the top ten aircraft at the Airport are operated by regional carriers. There were 133 known aircraft types that landed at St. Louis Lambert International Airport during this period according to Harris data*.

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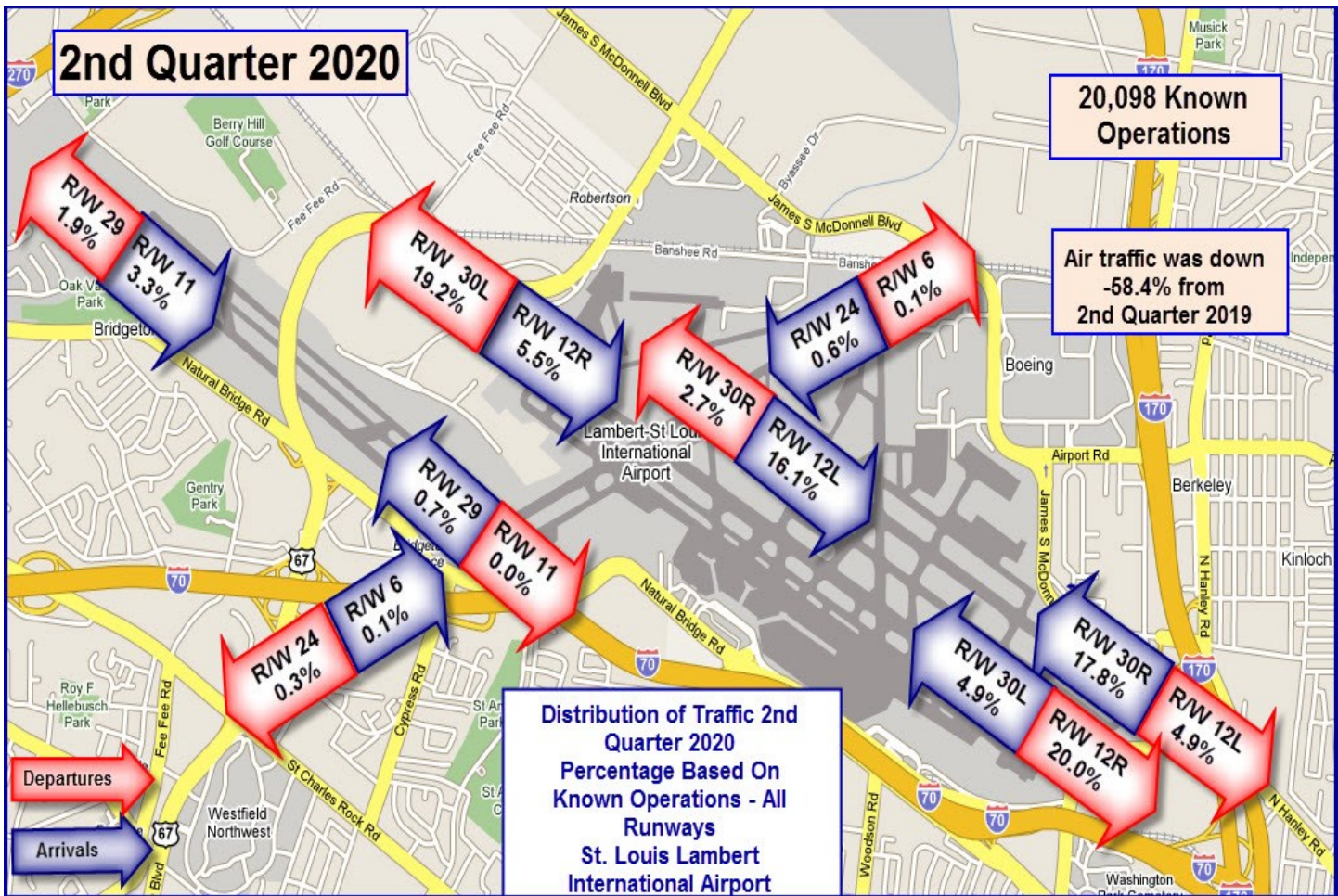


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DISTRIBUTION OF TRAFFIC

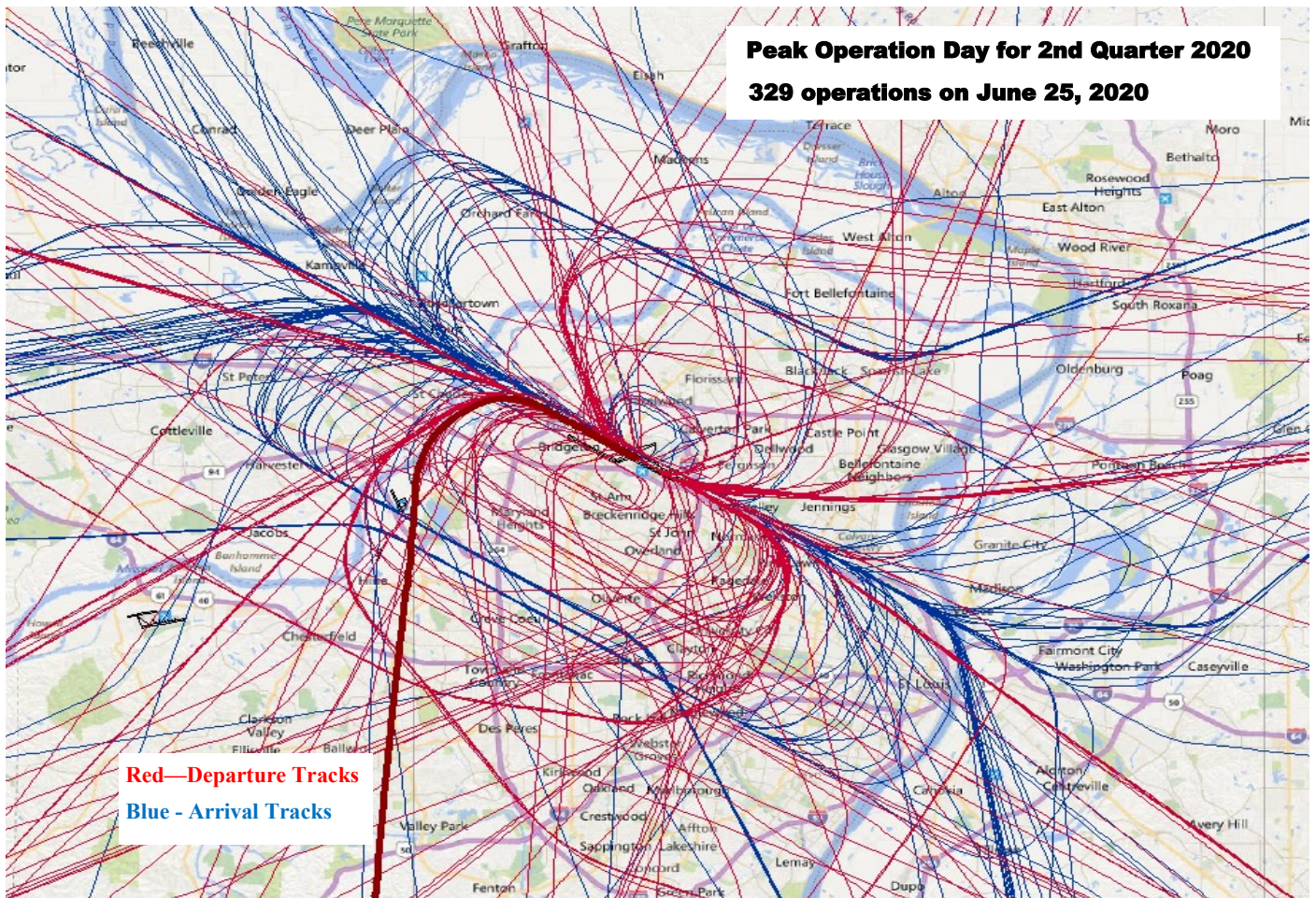
There were 20,343 operations recorded in the 2nd Quarter of 2020 compared to 48,930 operations in 2019, a decrease of 58.4 percent. The chart below shows the total percentages of use for known runways for this period. The most utilized runway for departures was Runway 12R (20.0 percent). The most utilized runway for arrivals was Runway 30R (17.8 percent). The crosswind runway 6-24 was the least used runway for this period. The Distribution of Traffic (Eastbound vs. Westbound) for the 2nd Quarter of 2020 was 51.7 percent eastbound and 48.3 percent westbound operations.

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2nd QUARTER 2020 Peak Operation Day



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Airport Planning & Development
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Noise Complaint Hot Line (314) 551-5070 — noisehotline@flystl.com — Fax: (314) 551-5013

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