

**2023**

# **Annual Noise and Aircraft Traffic Report**



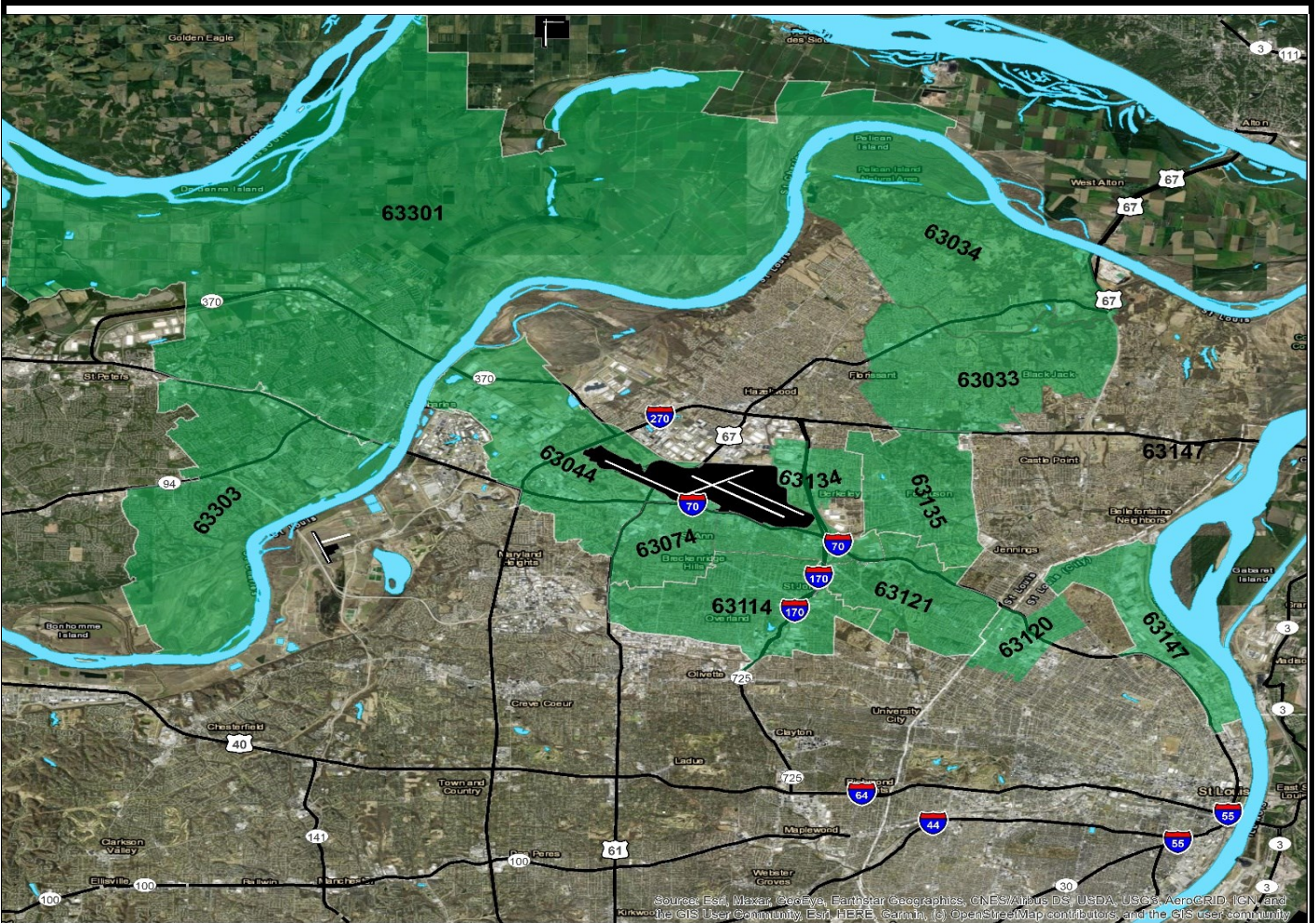
# STL 2023 Annual Noise and Aircraft Traffic Report

This Noise and Aircraft Traffic Report provides a summary of St. Louis Lambert International Airport's operations and noise complaints during 2023. The National Airspace System data in this report is compiled and provided by PASSUR Aerospace, Inc. This report is illustrative of trends and distribution and should not be construed as official FAA traffic counts.

**2023**

## Noise Complaints

Thirty five total noise complaints were received in 2023. Seventeen of those noise complaints were submitted by seven households: two respective households located in zip code 63114 submitted a total of ten complaints, and a single household located in 63135 submitted four complaints. The remaining 18 complaints were received from individual households in the zip codes as shown in the table below.



Qtr	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls	Zip	Calls
1st	63033	1	63034	1	63074	1	63114	2	63121	1	63134	1	63135	4	63147	1
1st	63301	1	63303	1												
2nd	63044	2	63114	1	63120	1	63121	3	63147	1	63301	3				
3rd	63114	1	63120	1	63121	1	63134	1	63135	1	63301	4				
4th	63121	1														

ALL INFORMATION CONTAINED HEREIN DEEMED RELIABLE BUT NOT GUARANTEED

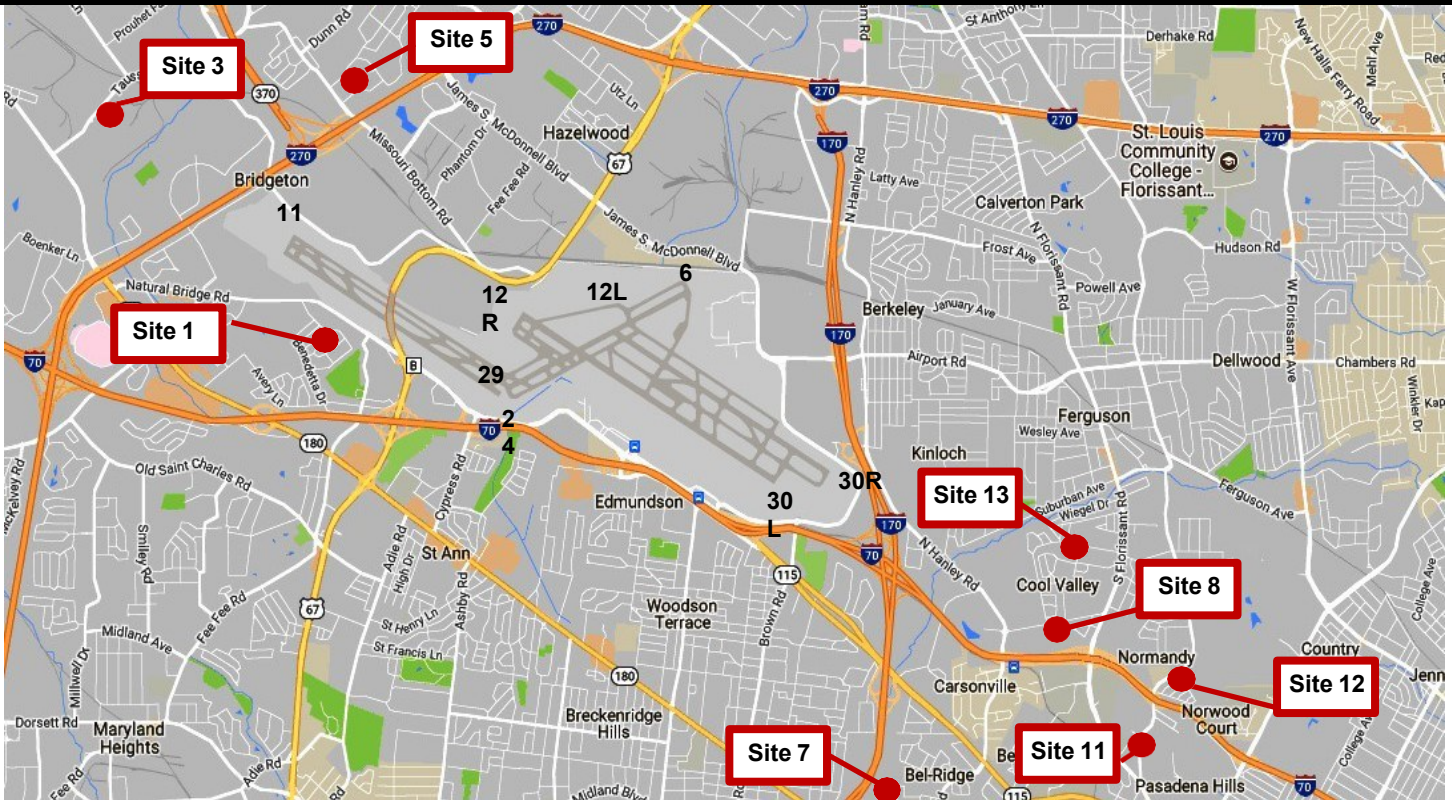


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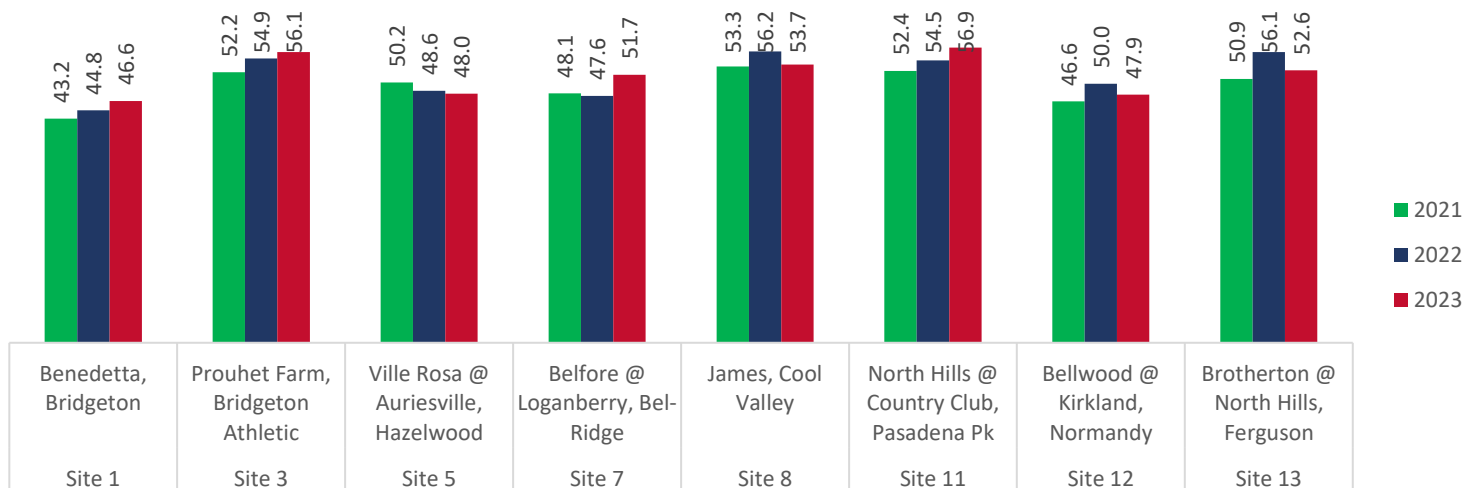
### RUNWAY IDENTIFICATION

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

### PERMANENT NOISE MONITORING SITES



The DNL (Day-Night average sound level) metric describes the total aircraft noise exposure during a given period. In computing DNL, an extra weighting of 10dB is assigned to any aircraft noise event 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 incompatible with residential use. The eight monitoring sites are recording levels lower than 65 DNL.



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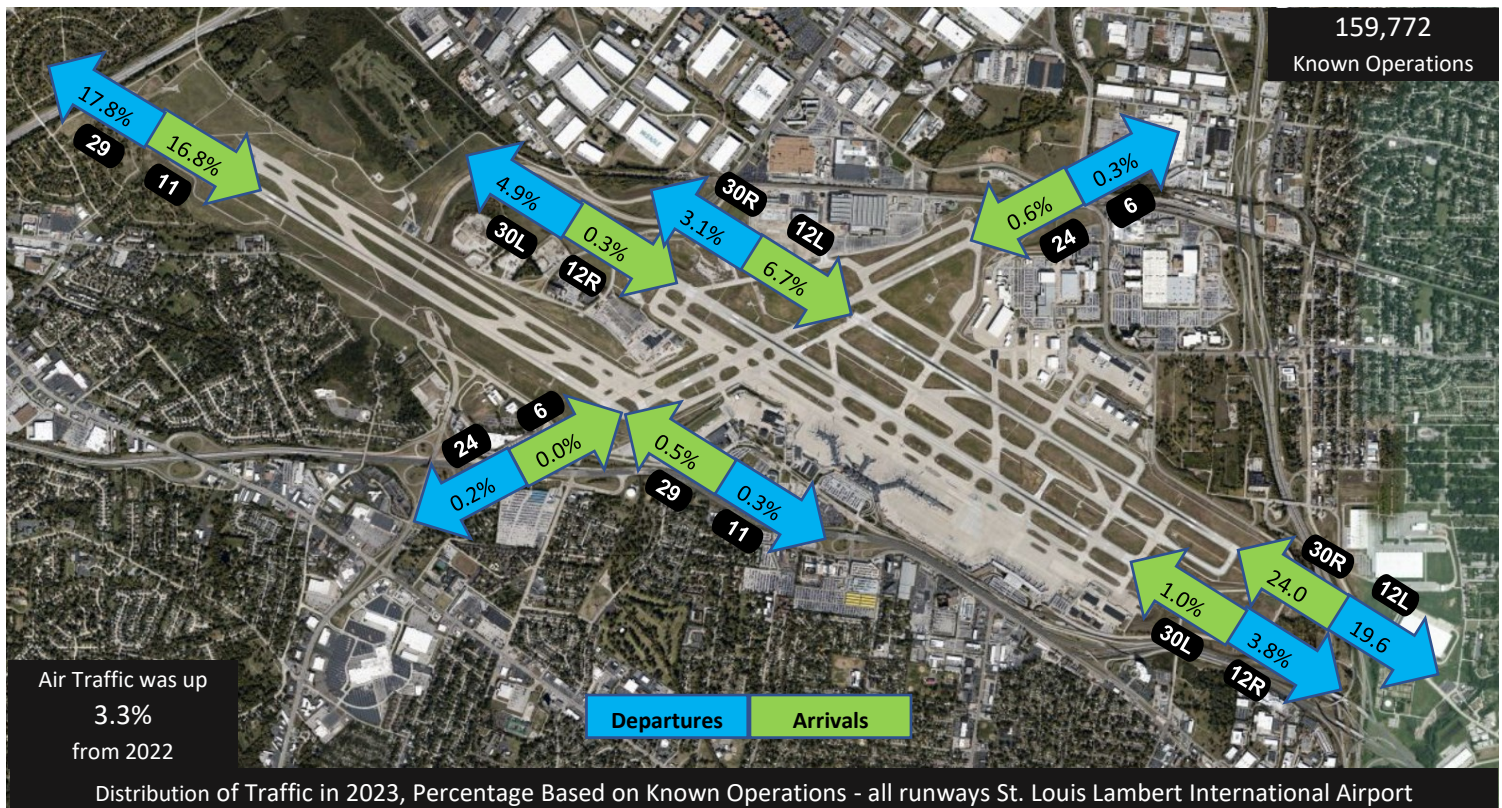
## STL 2023 Annual Noise and Aircraft Traffic Report

### DISTRIBUTION OF TRAFFIC

There were 160,647 operations recorded in 2023 -- an increase of 3.3% from 155,508 operations in 2022. The chart below shows the total utilization for all runways during the year. The most heavily utilized runway for takeoffs was 12L, which had 31,337 operations (19.6%). Runway 30R recorded the most landings, 38,309 (24%). The diagonal Runway 6/24 was the least used runway for the year, with only a combined 1,632 takeoffs and landings, representing just over 1% of all operations. The distribution of traffic (East Flow vs. West Flow) for 2023 was 47.7% East Flow, and 51.8% West Flow.

\*The Passur Aerospace Noise and Operations Monitoring System (NOMS) 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 NOMS provides illustrative trends and should not be construed as official traffic counts.

### 2023 Total



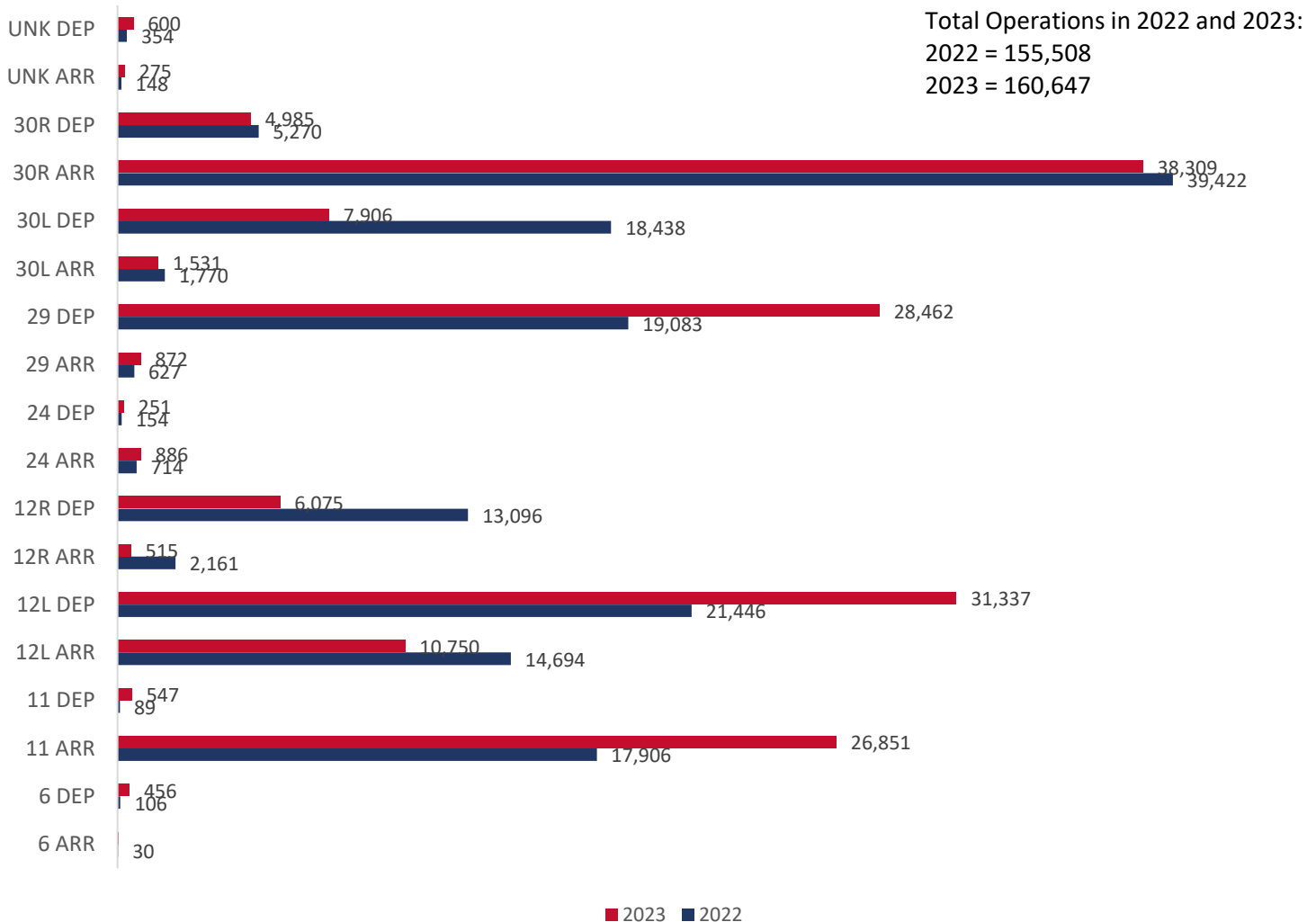
## STL 2023 Annual Noise and Aircraft Traffic Report

### OPERATIONS BY RUNWAY

There were 160,647 operations in 2023, compared to 155,508 operations in 2022. That represents an increase of 3.3% according to the PASSUR Aerospace data\*. Runway 30R was the most utilized runway for known arrivals, with 38,309 (24%), followed by Runway 11, with 26,851 (16.8%). For known departures, Runway 12L with 21,446 (27.5%), followed by Runway 29 with 19,083 (24.5%) were most utilized. During 2023 there were 155,006 (99.7%) operations in which the runway was identified (known) and 502 (0.3%) operations where the runways were not identified (unknown) by PASSUR Aerospace.

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### Yearly Operations by Runway 2022 and 2023



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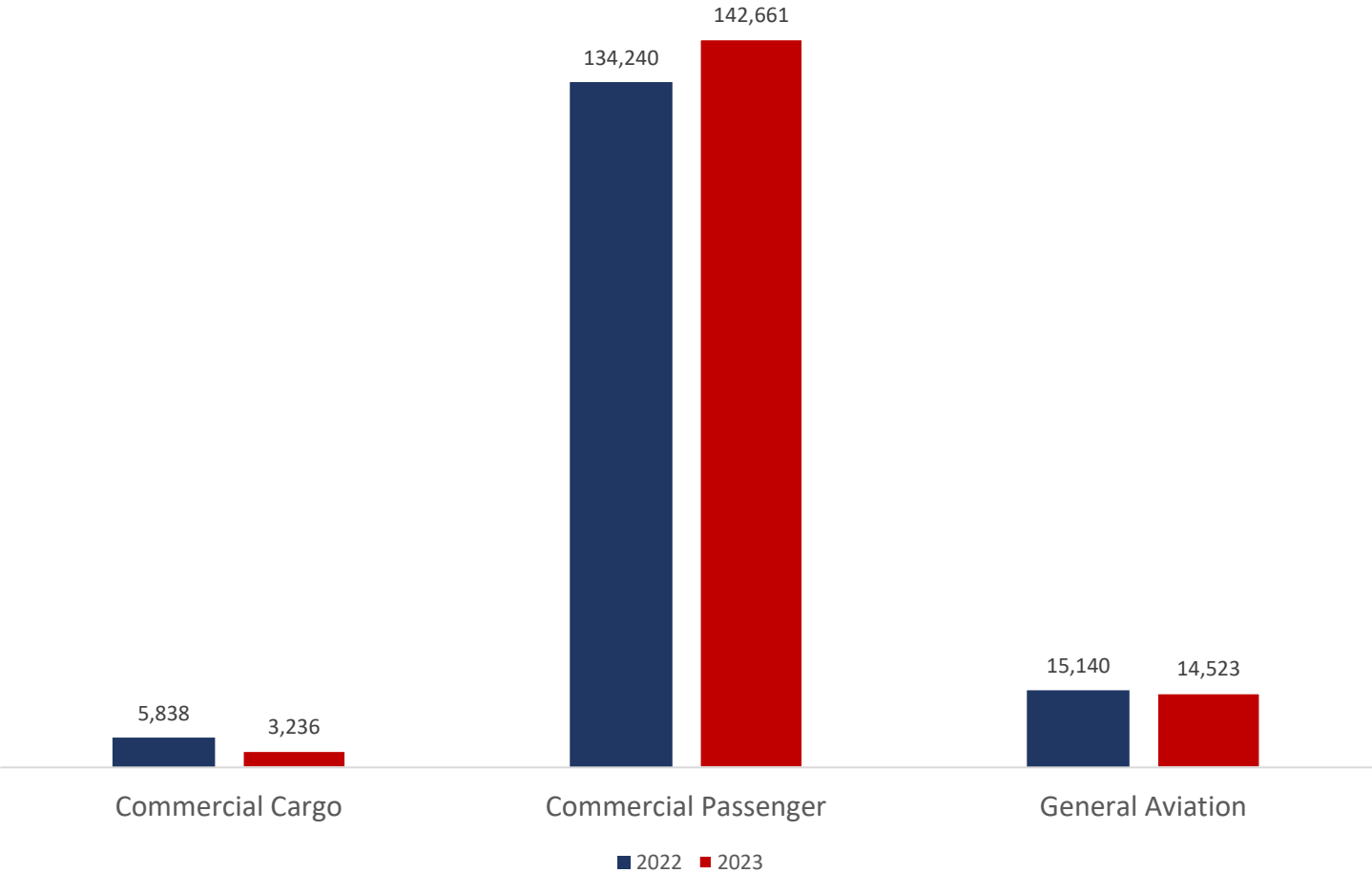
STL 2023 Annual Noise and Aircraft Traffic Report

OPERATIONS BY TYPE OF SERVICE

Commercial Passenger, Commercial Cargo, General Aviation, and Military are the four classifications used in the St. Louis NOMS system. The PASSUR Aerospace\* also includes an Unknown operations category for aircraft that were not identified by either the airline or aircraft equipment type or both. In 2023, Commercial passenger operations accounted for 90.6% of the total operations as compared to 89.7% in 2021. General Aviation operations, which consist of privately operated business jets, propeller aircraft, and helicopters, made up 9.3% of the total operations in 2023, as compared to 10.1% in 2022. Commercial Cargo operations comprised 2.1% of total operations for 2023, which was a drop from 3.9% in 2022. Total military operations are unknown because most military operations are removed from the data feed by the FAA for security reasons at the request of the Department of Defense.

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Operations by Type of Service in 2022 and 2023



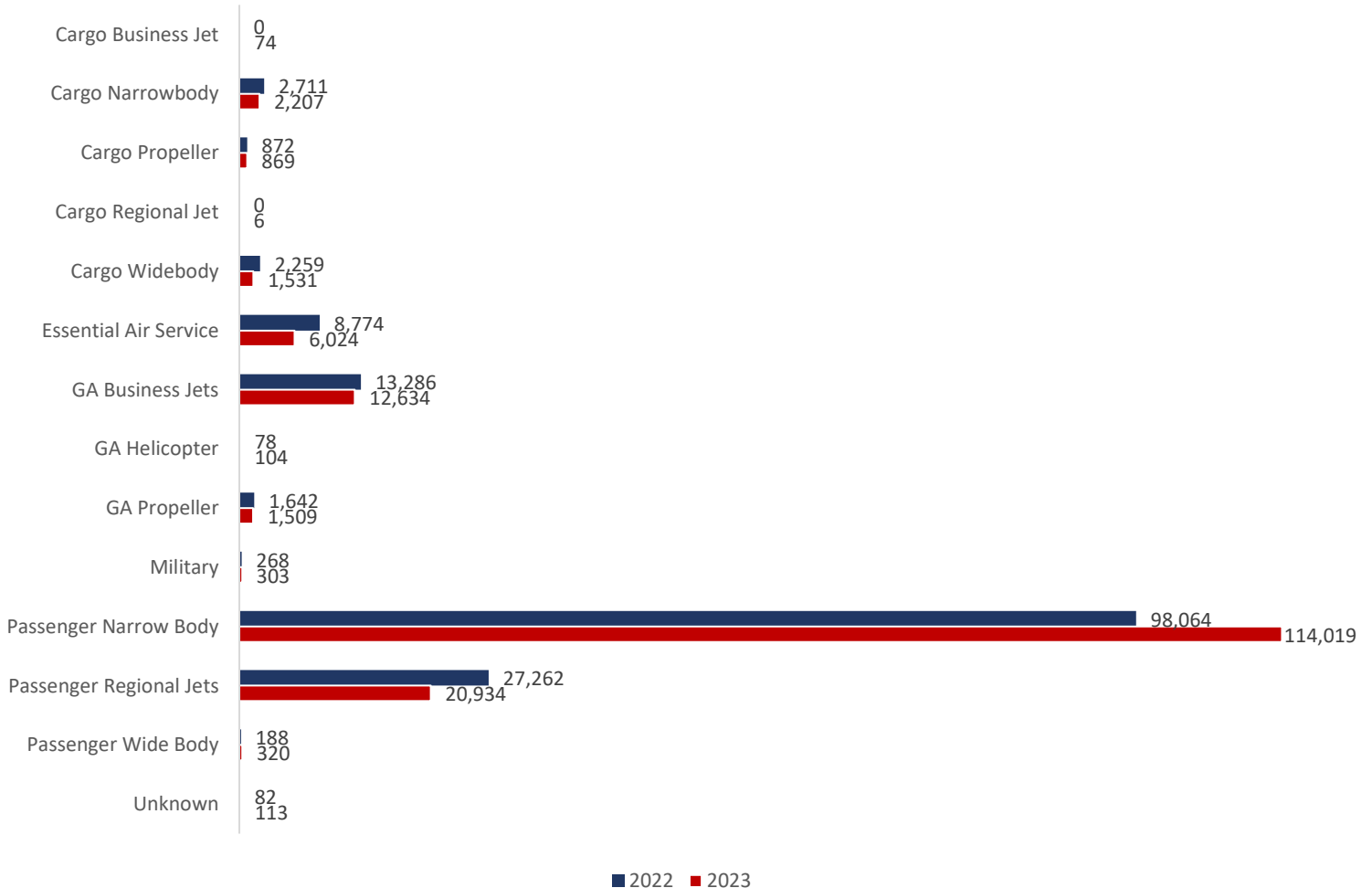
## STL 2023 Annual Noise and Aircraft Traffic Report

### OPERATIONS BY CATEGORY OF SERVICE

Total operations in 2023 increased 3.3% from 2022, as reported in PASSUR Aerospace data\*. Passenger Wide Body operations increased 70.2%, and Passenger Narrow Body operations were up 16.3% in 2023 as compared to 2022. However, Cargo Widebody operations decreased -32.2%, Essential Air Service operations dropped -31.3%, Passenger Regional Jet operations fell -23.2%, Cargo Narrowbody operations decreased -18.6%, General Aviation Propeller decreased by -8.1%, and General Aviation Business Jet operations decreased by -4.9% in 2023 as compared to 2022. Report of Military operations is incomplete because most military operations are removed from the data feed by the FAA for security reasons at the request of the Department of Defense.

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### Operations by Category of Service 2022 and 2023



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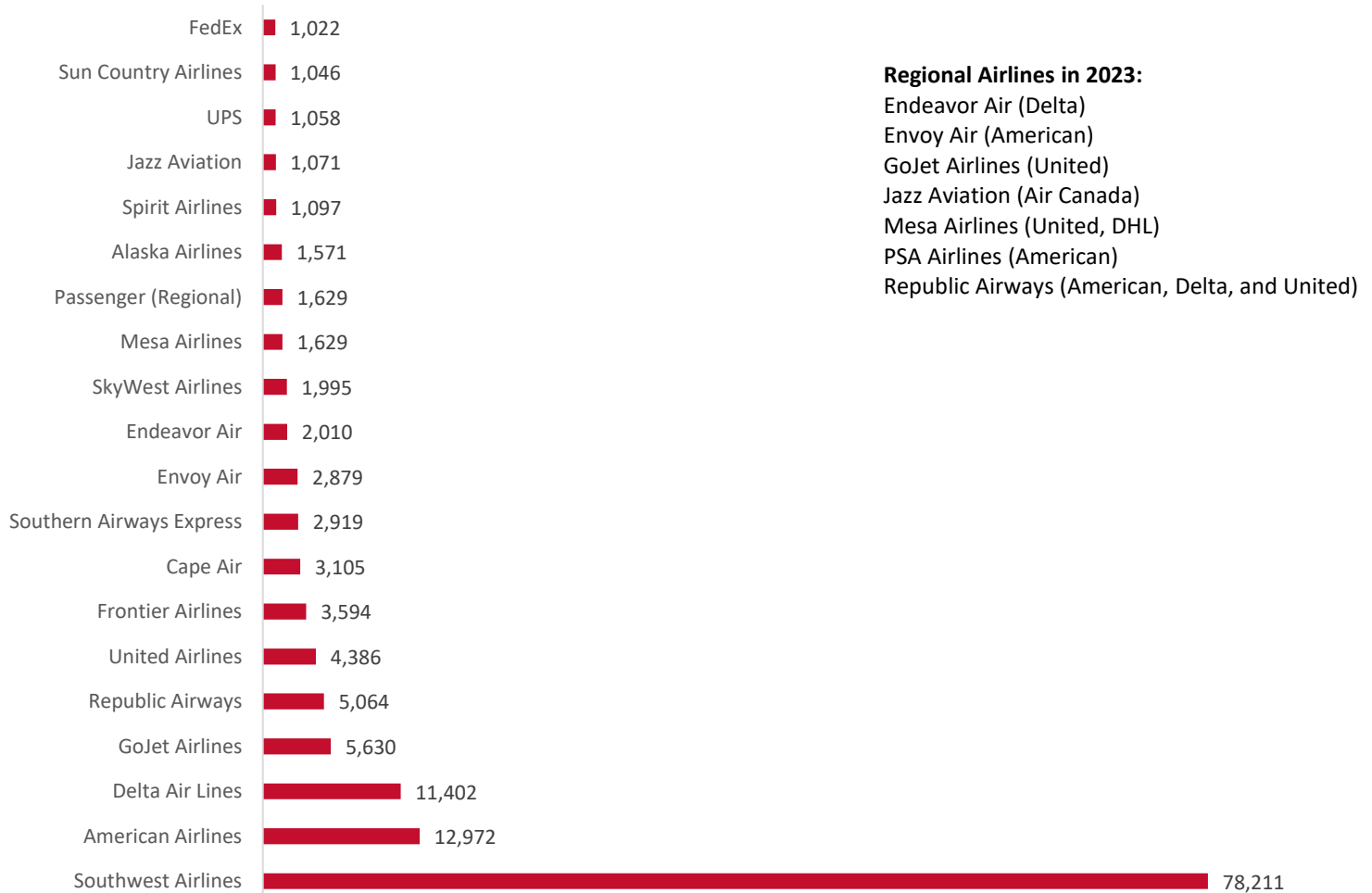
## STL 2023 Annual Noise and Aircraft Traffic Report

### OPERATIONS BY AIRLINE

The top twenty airlines in 2023, including major airlines and their regional airline affiliates, accounted for 80.7% of all operations. Shown in the chart below are the top 20 carriers, including nine passenger airlines, two Essential Air Service airlines (Cape Air and Southern Airways Express), and two cargo exclusive airlines (FedEx and UPS). Regional carriers accounted for 17.5% of the operations in 2022. Southwest, Spirit, and Frontier are the only major airlines that do not have any regional airline partners at St. Louis Lambert International Airport.

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### Operations by the Top 20 Carriers in the 2023



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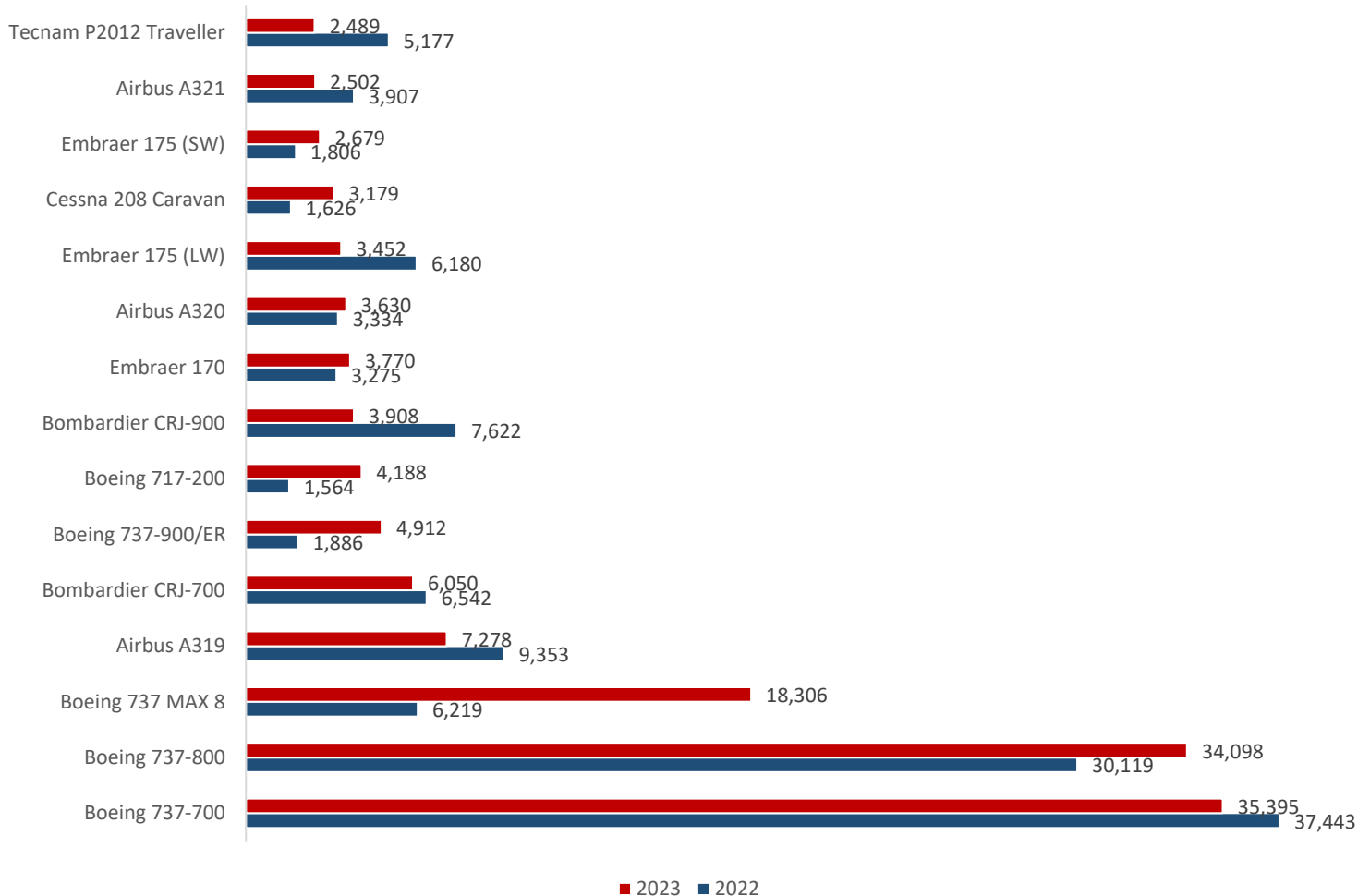
## STL 2023 Annual Noise and Aircraft Traffic Report

### OPERATIONS BY AIRCRAFT

Shown below are the top 15 aircraft types operating at St. Louis Lambert International Airport in 2023. The Boeing 737-700, which is highly utilized by STL's largest airline, Southwest, recorded the most operations with (35,395) -- a decrease of 5.5% over 2022. In second position, with 34,098 operations, representing an increase of 13.2%, was the 737-800. The 737-800 is also heavily utilized by Southwest and American, the second-largest carrier at STL. Total Commercial Passenger operations were up 6.3% in 2023. In 2023 there were 205 unique aircraft types identified that landed at St. Louis Lambert International Airport.

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### Operations by Aircraft in 2022 and 2023 Top 15 Aircraft Types Operating at STL



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## 2023 Peak Day Operations



Publication of St. Louis Lambert International Airport Noise Information Office



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