U.S. Department of Transportation
Federal Aviation Administration
Southwest Region

FINDING OF NO SIGNIFICANT IMPACT
and
RECORD OF DECISION

Runway 18L/36R Rehabilitation Project
Dallas Fort Worth International Airport
Tarrant County, Texas

4/9/2026

I. INTRODUCTION

The FAA is the Federal agency responsible for the approval of the proposed federal actions outlined above and analyzed in the Environmental Assessment (EA). The FAA has determined that the Proposed Action will have no significant impact on the human environment.

Attached to this FONSI/ROD is the EA on which the finding is made.

II. SUMMARY

The EA was prepared pursuant to the provisions of the National Environmental Policy Act (NEPA) of 1969. Additionally, the EA meets the guidelines identified in FAA Orders 1050.1G, *Environmental Impacts: Policies and Procedures* and 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

III. BACKGROUND

Dallas Fort Worth International Airport (DFW) is a commercial service airport encompassing 17,207 acres (approximately 27 square miles) in Dallas and Tarrant counties, Texas. DFW has five passenger terminals (A, B, C, D, and E) and its airfield system consists of seven runways. In the National Plan of Integrated Airport Systems (NPIAS, 2022), the Federal Aviation Administration (FAA) classifies the Airport as a large hub primary commercial service airport. Runway 18L/36R is 13,401 foot long and serves as DFW's west airfield primary departure runway. The Runway 18L/36R rehabilitation project is part of DFW Airport's Comprehensive Runway Rehabilitation Program, which started in 2018.

IV. PURPOSE AND NEED

The purpose of the proposed project is to rehabilitate the existing Runway 18L/36R, which has not been rehabilitated since its opening in 1974, to address the drainage and structural deficiencies it contains. While ongoing maintenance has helped extend its service life to date, without complete rehabilitation of the runway and adjacent taxiways, long-term operational reliability is not ensured. This is evident in the runway, as it has reached a critical point on the pavement maintenance curve that does not meet current FAA design standards and FAA Advisory Circular (AC) guidelines.

Runway 18L/36R is one of DFW's mission critical departure runways; it serves as an all-weather runway with the capacity to support large aircraft operations by Aircraft Group (ADG) VI passenger and cargo aircraft. Since 2010, Runway 18L/36R has supported more than 40 percent of all departing aircraft operations at DFW (Figure 0-1). In 2023, Runway 18L/36R served more than 156,000 departure operations, representing approximately 46 percent of all departures at DFW. As air travel demand continues to increase, Runway 18L/36R is projected to support over 208,000 annual departure operations by 2038. The proposed Runway 18L/36R rehabilitation project is needed to reinstate Runway 18L/36R to good condition, reduce the number of unplanned runway closures, and extend the runway's useful life. Furthermore, the Proposed Project is needed to update the runway and associated facilities to meet the current FAA design standards and FAA AC guidelines.

V. ALTERNATIVES

The FAA explored and objectively evaluated reasonable alternatives that were considered practical and feasible in meeting the purpose and need. The No Action and Proposed Action alternatives were analyzed to determine whether the alternative could achieve the objectives of the Purpose and Need to rehabilitate mission critical runway 18L/36R to extend its service life and ensure long-term operational reliability through complete asphalt overlay. Alternatives that would not meet the Purpose and Need, and were not technically and economically feasible were eliminated from further consideration. Only the Proposed Action Alternative and the No Action Alternative were carried forward for detailed study within this EA.

VI. ENVIRONMENTAL CONSEQUENCES

A. Potential Impact Resource Categories

Air Quality

An air quality analysis was completed to estimate construction and operational emissions and determine the Proposed Project's potential air quality impacts. Expected pollutant emissions from the project include nitrogen oxides (NO_x), volatile organic compounds (VOCs), and multiple criteria air pollutants. Pollutant emissions would be generated from construction activities and operations of the facility. As discussed in **EA Section 5.1.3**, the combined project-related construction and operational ozone precursor emissions exceed the applicable Clean Air Act (CAA) General Conformity *de mini*mis threshold of 25 tons per year (tpy) of NO_x for 2026 and 2027under the current Severe nonattainment designation for the Dallas-Fort Worth Area. Therefore, DFW prepared a General Conformity Determination for the

Proposed Project.

The Texas Commission on Environmental Quality (TCEQ) reviewed the construction and operational emissions submitted in the Draft General Conformity Determination for the Proposed Action. In a letter dated 17 December 2025, TCEQ concurred with the FAA's determination that the Proposed Action would utilize the available excess emissions reductions credits within the approved Serious Reasonable Further Progress (RFP) State Implementation Plan (SIP). TCEQ added that the Proposed Action emissions along with all other emissions in the area do not exceed the budget for the emissions in the SIP. As such, the NOx and VOC emissions that would result from the Proposed Action are included in the SIP, one of the avenues enabled by the CAA to show conformance with the SIP (**EA Section 5.1.4**). The Final EA includes the FAA's Final General Conformity Determination.

In compliance with the agency coordination and public participation requirements in 40 CFR Part 93.155 and Part 93.156, FAA and DFW published the Draft General Conformity Determination concurrently with the Draft EA and provided 30-days, from February 1, 2026 to March 3, 2026. The notices informing the public of the availability of the Draft EA, Draft General Conformity Determination, and inviting the public to comment were placed in the *Dallas Morning News, Fort Worth Star Telegram, and Al Dia News*. DFW also sent email notifications to the U.S. Environmental Protection Agency (EPA) Region 6 Offices, TCEQ Air Quality Division Office, and neighboring City Managers in Arlington, Coppell, Euless, Flower Mound, Grand Prairie, Grapevine, Irving, Lewisville, Southlake, Trophy Club, and Westlake. During the 30-day public comment period, one public comment was received via the online comment form. EPA and TCEQ responded to the email notifications and stated they had no further comments.

Hazardous Materials, Solid Waste, and Pollution Prevention

Per the EPA's National Priority List (NPL) database, no properties listed (or proposed) on the NPL are located in the direct Project Area. The Proposed Project would not result in the disturbance of Superfund sites or toxic materials. For a short-term, construction activities would use hazardous materials and generate hazardous and non-hazardous waste; **EA Table 5-9** lists the estimated quantities of waste and recycled materials. Municipal solid waste (MSW) is collected onsite and transported to local permitted landfills such as the Lewisville located approximately 9 miles north-northeast of the project area. DFW also has a consolidated East Materials Management Site (EMMS) to facilitate recycling and reuse of construction materials. The project contractor would submit a detailed waste management plan and monthly waste management reports during construction. All activities that involve disturbing or excavating soils will be performed in accordance with DFW Contaminated Media Management Plan (CMMP) that provides guidance on potential environmental concerns and includes requirements for material transfer, testing, on-site accumulation, storage, transportation, and disposal. Additionally, DFW would implement a Spill Prevention, Control and Countermeasures (SPCC) Plan with spill response measures to prevent accidental releases of pollutants. DFW is committed to complying with all applicable federal, state, and local regulatory requirements related to hazardous materials, solid waste, and pollution prevention.

Noise and Noise Compatible Land Uses

The Proposed Action would temporarily shift aircraft operations from Runway 18L/36R during construction. The 70 DNL noise exposure contour for the Proposed Action Alternative does not extend off DFW property. The 65 DNL noise exposure contour would extend off-airport property over non-compatible land use, to the south of Runway 17L/35R. The 60 DNL noise exposure contour extended north of Runway 31L/13R and north and south of Runway 17L/35R. During the construction period,

approximately 154 multi-family residential units, with an estimated population of 279 people, would be experience a temporary significant noise impact (an increase of DNL 1.5 dB or more, at or above DNL 65 dB noise exposure (**EA Section 5.2.1**)**.** During the NEPA public involvement process, DFW provided surrounding community members and affected residents with project factsheets to inform them of the proposed project, environmental analysis, temporary noise impact, and air quality General Conformity determination. As mitigation for the temporary significant noise impact, prior to the runway closure and the start of construction activities, DFW will notify residents within the DNL 65 dB noise exposure contour to inform them about the Project, the temporary changes in aircraft runway use, anticipated changes in noise, and the proposed construction timeline (**EA Section 5.3.5**).

Water Resources

The proposed project area is primarily located within an existing impervious area. Since most of the project area is adjacent to existing buildings, impervious surfaces and highly maintained mixed herbaceous cover, the construction of the Proposed Action would not be expected to result in a material change in the stormwater runoff coefficient rates, discharge volumes, and pollutant characteristics of the stormwater runoff **(EA Section 5.4.1.2)**. The Proposed Action would not result in exceedances of water quality standards established by federal, state, and local regulatory agencies. During the construction, a stormwater pollution prevention plan (SWP3) with erosion control measures and pollution prevention best management practices (BMPs) would be implemented to protect water resources. Post construction, drainage would be managed by DFW's existing stormwater treatment facilities (the first flush stormwater pre-treatment system); these facilities would be able to accommodate the stormwater runoff qualities.

B. Resource Impact Categories Unaffected by the Proposed Action or Alternatives

FAA Order 1050.1G states that the lead agency shall identify and eliminate from detailed study any non-substantive issues, or issues that do not meaningfully inform the consideration of environmental effects and the resulting decision on how to proceed. **Table 4-1 (EA Section 4.1)** illustrates the rationale behind the elimination of the resources/impact areas that were not included in the detailed study. The following categories were not carried forward in this EA: Biological Resources, Coastal Resources, U.S. Department of Transportation (DOT) Act - Section 4(F), Land and Water Conservation Fund Act - Section 6(F), Farmlands, Historical, Architectural, Archeological, and Cultural Resources, Land Use, Natural Resources and Energy Supply, Socioeconomics and Children's Environmental Health and Safety, Visual Effects, Water Resources (including Wetlands, Floodplains, Surface Water, Groundwater (sole source aquifers), and Wild and Scenic Rivers.

VII. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The development of this Final EA included coordination with federal and state agencies, including FAA, EPA, TCEQ, and the Texas Historical Commission.

DFW and FAA published notices of availability of the Draft EA and Draft General Conformity Determination; these notifications of availability were published in the following: Dallas Morning News and Fort Worth Star Telegram on February 1, 8, 15, 22, and March 1, 2026; Al Día, on February 4, 11, 18, and 25, 2026, and on the DFW Website at (https://www.dfwairport.com/business/about/publications/), beginning February 1, 2026. In addition to publications in general circulation newspapers, DFW

published social media posts on LinkedIn and Facebook announcing the availability of the Draft EA and Draft General Conformity Determination. DFW also sent four-fold project sheets in English and Spanish announcing the release of the Draft EA, Draft General Conformity Determination, and the public comment period with a comment form, to residents that would experience a temporary significant noise impact. DFW also sent email notifications announcing the release of the Draft EA, Draft General Conformity Determination, and the public comment period to City administrative staff including City Managers, and Elected Officials, at these cities: Arlington, Coppell, Euless, Flower Mound, Grapevine, Irving, Lewisville, Southlake, Trophy Club, and Westlake. Hard copies of the Draft EA and Draft General Conformity Determination documents were made available by appointment at DFW (3003 South Service Road, DFW Airport Texas 75261) and at other publicly accessible locations. The following public libraries were provided with a hard copy in their government or public documents section, Southlake Public Library, Grapevine Public Library, West Irving Library, Euless Library, Valley Ranch Library, Cozby Library and Community Commons, and Dallas College North Lake Campus Library.

One public comment and three agency comments were received during the comment period and are addressed and responded to in (**EA Table 6-2**). The public involvement efforts are discussed in **EA Section 6.2,** and the notices are provided in **Appendix G.**

VIII. CONDITIONS AND MITIGATION

With respect to the Proposed Action, the following mitigation measures are a condition of approval:

- The Proposed Action would include construction activities that would result in temporary air quality effects due to tailpipe emissions and fugitive dust but would fall below the de minimis threshold. Standard applicable activities would be conducted consistent with all pertinent federal, state, and local laws, regulations, and standards as appropriate and/or adopted by DFW. The Proposed Action will implement BMPs to reduce emissions related to construction and operational projects including implementing a Dust Control Plan, onsite dumpsters and recycling at the EMMS, limiting idling times, and use of efficient equipment.

- No significant impacts related to hazardous materials or solid waste would occur as a result of the Proposed Action due to DFW's hazardous material, hazardous wastes, and solid wastes policies, which would be in place for the project-related activities. DFW would comply with all federal, state, and local requirements regarding the generation, handling, and disposal of any waste produced during the construction of the proposed project. As part of DFW's construction permitting process, DFW would require all contractors to submit detailed soil management and waste management plans and abide by those plans along with applicable regulatory requirements. The contractor would develop a waste management plan, and any contaminated media encountered during the construction of the Proposed Action would be handled in accordance with the Contaminated Media Management Plan. Abatement of Asbestos Containing Materials would be monitored by an appropriately licensed Asbestos Inspector. The Proposed Action would not significantly impact solid waste collection, landfill capacity, and waste disposal operations; therefore, mitigation is not required.

- Construction from the Proposed Action would affect 154 residential housing units, and an estimated population of 279 in the contour range DNL 65-70, when compared to the No Action

Alternative. A temporary significant noise impact occurs from three areas of significant noise increase, one of which is non-compatible and categorized as multi-family residential buildings. Affected residents will be notified and made aware of the proposed construction timeline. Elevated noise levels would be temporary and limited to the construction period, therefore, no long-term mitigation is required. Short term mitigation will include contact and communication with affected residents and community leaders to ensure proper dissemination of information. The Proposed Action will implement standard applicable engineering controls and BMPs to reduce any construction noise increases.

- At DFW, construction-related surface water quality impacts from stormwater runoff are minimized by BMPs as required by DFW's Design Criteria Manual (DFW 2017). In addition, all stormwater discharges from construction activities at DFW that result in the disturbance of one or more acres must comply with the Texas Pollutant Discharge Elimination System (TPDES) permit conditions already established for DFW. A Construction General Permit (CGP) SW3P, and all associated requirements would be implemented for the Proposed Action. Because of these water resource management policies and programs that are already in place at DFW, impacts to surface waters associated with the Proposed Action would not be expected to be significant; therefore, no mitigation would be required.

IX. AGENCY FINDINGS

The FAA makes the following determinations for this project based upon a careful review of the attached FEA, the supporting administrative record, and appropriate supporting information. The FAA weighed both the potential positive and negative consequences that this Proposed Action may have on the quality of the human environment. The FAA has determined that the Proposed Action meets the purpose and need of the proposed project and best implements necessary airfield modifications to meet FAA design standards.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

- The FAA has determined the Proposed Action would result in safe and efficient use of U.S. airspace as prescribed in 49 U.S.C. § 40103(a).
- The Proposed Action is reasonably necessary for use in air commerce (49 U.S.C. § 44502(b)).
- The Proposed Action is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 U.S.C. § 47106(a)(1)).
- The interests of the community in or near where the Proposed Action is located have been given fair consideration (49 U.S.C. § 47106(b)(2)).

X. DECISION AND ORDER

After careful and thorough consideration of the facts contained herein, the undersigned finds the proposed Federal action is consistent with existing national environmental policies and objectives as

set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. The undersigned also finds the proposed Federal action is not a major federal action significantly affecting the quality of the human environment or including any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement for this action.

This decision does not constitute a commitment of funds under the Airport Improvement Program or Infrastructure Investment and Jobs Act of 2021 (IIJA), Public Law 117-58 (also referred to as the Bipartisan Infrastructure Law (BIL)) however, it does fulfill the environmental prerequisites to approve applications for grants of AIP or BIL funds for the proposed project in the future. (49 U.S.C § 47101)

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to implement the proposed relocation of the ATCT presented to the FAA by the Northwest Arkansas National Airport. The approved action is specifically described in Part IV of this FONSI/ROD and identified in the EA as the Proposed Action. This approval is to be taken under the authority of 49 U.S.C. 40104, 44701, 46110, 47101, and 47122.

RODNEY E CLARK

Digitally signed by RODNEY E CLARK
Date: 2026.04.09 13:05:09 -05'00'

Rodney Clark
Texas Airports District Office
FAA, Southwest Region

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110.

FINAL ENVIRONMENTAL ASSESSMENT
DFW RUNWAY 18L/36R REHABILITATION PROJECT

Prepared for:
Texas Airport District Office [ASW-650]
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

Prepared by:
Environmental Affairs Department
Dallas Fort Worth International Airport
PO Box 619428
DFW Airport, TX 75261

DECLARATION RELATED TO PAGE LIMITS: The FAA has considered the factors mandated by National Environmental Policy Act (NEPA) and the Environmental Assessment (EA) represents the FAA's good-faith effort to prioritize documentation of the most important considerations required by the statute within the congressionally mandated page limits. This prioritization reflects the FAA's expert judgment, and any considerations addressed briefly or left unaddressed were, in the FAA's judgment, comparatively not of a substantive nature that meaningfully informed the consideration of environmental effects and the resulting decision on how to proceed.

DECLARATION RELATED TO DEADLINE: The EA represents the FAA's good-faith effort to fulfill NEPA's requirements within the Congressional timeline and is substantially complete. In the FAA's expert opinion, the FAA has thoroughly considered the factors mandated by NEPA. In the FAA's judgment, the analysis contained herein is adequate to inform and reasonably explain the FAA's final decision regarding the proposed federal action.

This Environmental Assessment, FAA Unique Identifier EAXX-021-12-ARP-1755678924, becomes a federal document when evaluated, signed, and dated by the Responsible FAA official.

Responsible FAA Official Date

KRISTI M PONOZZO Digitally signed by KRISTI M PONOZZO
Date: 2026.04.09 09:35:52 -08'00'

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ACRONYMS AND ABBREVIATIONS

AAD	Average Annual Day
AC	Advisory Circular
ADG	Airplane Design Group
AEDT	Airport Environmental Design Tool
AGL	Above Ground Level
ALP	Airport Layout Plan
ANP	Aircraft Noise Performance
APE	Area of Potential Effects
APU	Auxiliary Power Units
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CMMP	Contaminated Media Management Plan
CSPP	Construction Safety and Phasing Plan
CWA	Clean Water Act
dB	Decibel
DFW	Dallas Fort Worth International Airport
DNL	Day-Night Average Sound Level
DSHS	Department of State Health Services
DOT	Department of Transportation
EA	Environmental Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FOD	Foreign Object Debris
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FY	fiscal year
GHG	Greenhouse Gases
GSE	Ground Support Equipment
LOB	Lines of Business
LWCF	Land and Water Conservation Fund
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MBTA	Migratory Bird Treaty Act
MMS	Materials Management Site
MOVES	Motor Vehicle Emissions Simulator
MSW	Municipal Solid Waste
NAA	No Action Alternative
NAAQS	National Ambient Air Quality Standards
NAVAIDS	Navigational Aids
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHRP	National Register of Historic Places
nmi	Nautical Miles
NO_2	Nitrogen Dioxide
NOMS	Noise and Operations Monitoring System
NOx	Nitrogen Oxides
NPIAS	National Plan of Integrated Airport Systems
NPL	National Priorities List
NSA	Noise Study Area
NSR	New Source Review
NWHP	Northwest Holdpad
O_3	Ozone
OPSNET	FAA's Operations Network
PAPI	Precision Approach Pathway Indicator
Pb	Lead
PCI	Pavement Condition Index
PDD	Project Definition Document
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter less than 10 micrometers
$PM_{2.5}$	Particulate matter with a diameter less than 2.5 micrometers
PSL	Project Support Locations
RFP	Reasonable Further Progress
RWIS	Runway Weather Information System
RWSL	Runway Status Lights
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	Sulphur Dioxide
SPCC	Spill Prevention, Control, and Countermeasures
SWHP	Southwest Holdpad
SWPPP	Stormwater Pollution Prevention Plan
TAF	Terminal Area Forecast
TCEQ	Texas Commission on Environmental Quality
TDG	Taxiway Design Group
THC	Texas Historical Commission
TPD	Tons per Day

TPY	Tons per Year	VOC	Volatile Organic Compounds
TPDES	Texas Pollutant Discharge Elimination System	WOTUS	Waters of the United States
USC	U.S. Code		
USEPA	U.S. Environmental Protection Agency		

EXECUTIVE SUMMARY

Project Sponsor

The Project Sponsor is Dallas Fort Worth International Airport (DFW), located in Dallas and Tarrant counties, Texas.

Background

DFW is a commercial service airport encompassing 17,207 acres (approximately 27 square miles) in Dallas and Tarrant counties, Texas. DFW has five passenger terminals (A, B, C, D, and E) and its airfield system consists of seven runways. In the National Plan of Integrated Airport Systems (NPIAS, 2022), the Federal Aviation Administration (FAA) classifies the Airport as a large hub primary commercial service airport. Runway 18L/36R is 13,401 foot long and serves as DFW's west airfield primary departure runway The Runway 18L/36R rehabilitation project is part of DFW Airport's Comprehensive Runway Rehabilitation Program, which started in 2018.

This Environmental Assessment (EA) was prepared pursuant to the provisions of the National Environmental Policy Act (NEPA) of 1969. Additionally, the EA meets the guidelines identified in FAA Orders 1050.1G, FAA National Policy Act Implementing Procedures and 5050.4B, NEPA Implementing Instructions for Airport Actions.

Proposed Action

Per the continuation of the DFW Airport Comprehensive Runway Rehabilitation Program, which has rehabilitated three runways, Runway 18L/36R is proposed to be the fourth runway rehabilitated (**Section 1.3**). Similar to the recently completed projects in the Comprehensive Runway Rehabilitation Program, the Runway 18L/36R rehabilitation project will include installation of an asphalt overlay that will provide a reliable operational surface and standard maintenance cycle that aligns with the previous runway rehabilitation projects, along with improvement to the drainage conditions that distress the runway.

Purpose and Need

The purpose and need for the 18L/36R Runway Rehabilitation are described in **Section 2.0**. The purpose of the proposed project is to rehabilitate the existing Runway 18L/36R, which has not been rehabilitated since its opening in 1974 to address the drainage and structural deficiencies it contains. While ongoing maintenance has helped extend its service life to date, without complete rehabilitation of the runway and adjacent taxiways, long-term operational reliability is not ensured. This is evident in the runway, as it has reached a critical point on the pavement maintenance curve that does not meet current FAA design standards and FAA Advisory Circular (AC) guidelines.

Runway 18L/36R is one of DFW's mission critical departure runways; it serves as an all-weather runway with the capacity to support large aircraft operations by Aircraft Design Group (ADG) VI passenger and cargo aircraft. Since 2010, Runway 18L/36R has supported more than 40 percent of all departing aircraft operations at DFW (**Figure 1-1**). In 2023, Runway 18L/36R served more than 156,000 departure operations, representing

approximately 46 percent of all departures at DFW. As air travel demand continues to increase, Runway 18L/36R is projected to support over 208,000 annual departure operations by 2038. The proposed Runway 18L/36R rehabilitation project is needed to reinstate Runway 18L/36R to good condition, reduce the number of unplanned runway closures, and extend the runway's useful life. Furthermore, the Proposed Project is needed to update the runway and associated facilities to meet the current FAA design standards and FAA AC guidelines.

Alternatives

DFW evaluated the extent to which alternatives of the Proposed Action would meet the Purpose and Need and the stakeholder objectives and requirements. The No Action and Proposed Action alternatives were analyzed to determine whether the alternative could achieve the objectives of the Purpose and Need to rehabilitate mission critical runway 18L/36R to extend its service life and ensure long-term operational reliability through complete asphalt overlay. Alternatives that would not meet the Purpose and Need and were not technically and economically feasible were eliminated from further consideration. Only the Proposed Action Alternative and the No Action Alternative were carried forward for detailed study within this EA.

No Action Alternative

Under the No Action Alternative, the Proposed Project would not be implemented, and the existing runway would remain unaltered, only undergoing routine maintenance. In the No action Alternative, the runway would continue to deteriorate and DFW would not be able to preserve the structural integrity of the runway. The No Action Alternative does not meet the Purpose and Need of the project but is carried forward in the analysis of environmental consequences in accordance with FAA Order 1050.1G requirements.

Proposed Action Alternative (Sponsor's Preferred Alternative)

The Proposed Action Alternative, as described in **Section 3.3**, contains two phases. Phase 1 would generally consist of construction of the Project Support Locations (PSLs) at the north end of the project area by partial-depth saw cutting, relocating the Runway 36R threshold to maintain operations, and partial demolition of Runway 36R Run-Up Area. Phase 1 or partial runway closure would last from May 2026 to August 2026.

Phase 2 would consist of the construction of an additional PSL and the demolition and reconstruction of the runway, connecting taxiways and rehabilitation of the Northwest Holdpad , requiring full closure of the runway. Taxiway WM would remain open at all times. Total runway closure would be from May 2026 to June 2027.

Summary of Environmental Consequences

Resource Areas Unaffected by the Proposed Action Alternatives

FAA Order 1050.1G states that the lead agency shall identify and eliminate from detailed study any non-substantive issues, or issues that do not meaningfully inform the consideration of environmental effects and the resulting decision on how to proceed. ,. **Table 4-1 (Section 4.1)** illustrates the rationale behind the elimination of the resources/impact areas that were not included in the detailed study. The following

categories were not carried forward in this EA: Biological Resources, Coastal Resources, U.S. Department of Transportation (DOT) Act - Section 4(F), Land and Water Conservation Fund Act - Section 6(F), Farmlands, Historical, Architectural, Archeological, and Cultural Resources, Land Use, Natural Resources and Energy Supply, Socioeconomics and Children's Environmental Health and Safety, Visual Effects, Water Resources (including Wetlands, Floodplains, Surface Water, Groundwater (sole source aquifers), and Wild and Scenic Rivers.

Air Quality

An air quality analysis was completed to estimate construction and operational emissions and determine the Proposed Project's potential air quality impacts. Expected pollutant emissions from the project include nitrogen oxides (NO_x), volatile organic compounds (VOCs), and multiple criteria air pollutants. Pollutant emissions would be generated from construction activities and operations of the facility. As discussed in **Section 5.1.3**, the combined project-related construction and operational ozone precursor emissions exceed the applicable Clean Air Act (CAA) General Conformity *de mini*mis threshold of 25 tons per year (tpy) of NO_x for 2026 and 2027under the current Severe nonattainment designation for the Dallas-Fort Worth Area. Therefore, DFW prepared a General Conformity Determination for the Proposed Project.

The Texas Commission on Environmental Quality (TCEQ) reviewed the construction and operational emissions submitted in the Draft General Conformity Determination for the Proposed Action. On December 17, 2025, TCEQ concurred with the FAA's determination that the Proposed Action would conform to the approved Serious Reasonable Further Progress (RFP) State Implementation Plan (SIP). TCEQ added that after utilizing the available excess emissions reductions credits within the SIP, the Proposed Action emissions along with all other emissions in the area do not exceed the budget for the emissions in the SIP. As such, the NOx and VOC emissions that would result from the Proposed Action are included in the SIP, one of the avenues enabled by the CAA to show conformance with the SIP (**Section 5.1.4**). On March 20, 2026 DFW, on behalf of FAA submitted the Final General Conformity Determination to TCEQ and on April 1, 2026, TCEQ responded accepting the Final General Conformity Determination without revisions. Therefore, TCEQ's concurrence letter issued on December 17, 2025 remains unchanged and the proposed Runway 18L/36R Rehabilitation project conforms to the Texas SIP.

In compliance with the agency coordination and public participation requirements in 40 CFR Part 93.155 and Part 93.156, FAA and DFW published the Draft General Conformity Determination concurrently with the Draft EA and provided 30-days, from February 1, 2026 to March 3, 2026. The notices informing the public of the availability of the Draft EA, Draft General Conformity Determination, and inviting the public to comment were placed in the *Dallas Morning News, Fort Worth Star Telegram, and Al Dia News*. DFW also sent email notifications to the U.S. Environmental Protection Agency (EPA) Region 6 Offices, TCEQ Air Quality Division Office, and neighboring City Managers in Arlington, Coppell, Euless, Flower Mound, Grand Prairie, Grapevine, Irving, Lewisville, Southlake, Trophy Club, and Westlake. During the 30-day public comment period, one public comment was received via the online comment form. EPA and TCEQ responded to the email notifications and stated they had no further comments.

Hazardous Materials, Solid Waste, and Pollution Prevention

Per the EPA's National Priority List (NPL) database, no properties listed (or proposed) on the NPL are located in the direct Project Area. The Proposed Project would not result in the disturbance of Superfund sites or toxic materials.

For a short-term, construction activities would use hazardous materials and generate hazardous and non-hazardous waste; **Table 5-9** lists the estimated quantities of waste and recycled materials. Municipal solid waste (MSW) is collected onsite and transported to local permitted landfills such as the Lewisville located approximately 9 miles north-northeast of the project area. DFW also has a consolidated East Materials Management Site (EMMS) to facilitate recycling and reuse of construction materials. The project contractor would submit a detailed waste management plan and monthly waste management reports during construction. All activities that involve disturbing or excavating soils will be performed in accordance with DFW Contaminated Media Management Plan (CMMP) that provides guidance on potential environmental concerns and includes requirements for material transfer, testing, on-site accumulation, storage, transportation, and disposal. Additionally, DFW would implement a Spill Prevention, Control and Countermeasures (SPCC) Plan with spill response measures to prevent accidental releases of pollutants. DFW is committed to complying with all applicable federal, state, and local regulatory requirements related to hazardous materials, solid waste, and pollution prevention.

Noise and Noise Compatible Land Uses

The Proposed Action would temporarily shift aircraft operations from Runway 18L/36R during construction. The 70 DNL noise exposure contour for the Proposed Action Alternative does not extend off DFW property. The 65 DNL noise exposure contour would extend off-airport property over non-compatible land use, to the south of Runway 17L/35R. The 60 DNL noise exposure contour extended north of Runway 31L/13R and north and south of Runway 17L/35R. During the construction period, approximately 154 multi-family residential units, with an estimated population of 279 people, would experience a temporary significant noise impact (an increase of DNL 1.5 dB or more, at or above DNL 65 dB noise exposure (**Section 5.3.1**)**.** During the NEPA public involvement process, DFW provided surrounding community members and affected residents with project factsheets to inform them of the proposed project, environmental analysis, temporary noise impact, and air quality General Conformity determination. As mitigation for the temporary significant noise impact, prior to the runway closure and the start of construction activities, DFW will notify residents within the DNL 65 dB noise exposure contour to inform them about the Project, the temporary changes in aircraft runway use, anticipated changes in noise, and the proposed construction timeline (**Section 5.3.5**).

Water Resources

The proposed project area is primarily located within an existing impervious area. Since most of the project area is adjacent to existing buildings, impervious surfaces and highly maintained mixed herbaceous cover, the construction of the Proposed Action would not be expected to result in a material change in the stormwater runoff coefficient rates, discharge volumes, and pollutant characteristics of the stormwater runoff **(Section 5.4.1.2)**. The Proposed Action would not result in exceedances of water quality standards

established by federal, state, and local regulatory agencies. During the construction, a stormwater pollution prevention plan (SWP3) with erosion control measures and pollution prevention best management practices (BMPs) would be implemented to protect water resources. Post construction, drainage would be managed by DFW's existing stormwater treatment facilities (the first flush stormwater pre-treatment system); these facilities would be able to accommodate the stormwater runoff qualities.

Agency Coordination and Public Involvement

Agency Coordination

The development of this Final EA included coordination with federal and state agencies, including FAA, EPA, TCEQ, and the Texas Historical Commission.

Public Involvement

In compliance with federal requirements for public involvement, DFW and FAA published notices of availability of the Draft EA and Draft General Conformity Determination; these notifications of availability were published in the following: Dallas Morning News and Fort Worth Star Telegram on February 1, 8, 15, 22, and March 1, 2026; Al Día, on February 4, 11, 18, and 25, 2026, and on the DFW Website at (https://www.dfwairport.com/business/about/publications/), beginning February 1, 2026. In addition to publications in general circulation newspapers, DFW published social media posts on LinkedIn and Facebook announcing the availability of the Draft EA and Draft General Conformity Determination. DFW also sent four-fold project sheets in English and Spanish announcing the release of the Draft EA, Draft General Conformity Determination, and the public comment period with a comment form, to residents that would experience a temporary significant noise impact. DFW also sent email notifications announcing the release of the Draft EA, Draft General Conformity Determination, and the public comment period to City administrative staff including City Managers, and Elected Officials, at these cities: Arlington, Coppell, Euless, Flower Mound, Grapevine, Irving, Lewisville, Southlake, Trophy Club, and Westlake.

Hard copies of the Draft EA and Draft General Conformity Determination documents were made available by appointment at DFW (3003 South Service Road, DFW Airport Texas 75261) and at other publicly accessible locations. The following public libraries were provided with a hard copy in their government or public documents section, Southlake Public Library, Grapevine Public Library, West Irving Library, Euless Library, Valley Ranch Library, Cozby Library and Community Commons, and Dallas College North Lake Campus Library.

One public comment and three agency comments were received during the comment period (**Table 6-2**). The public comment inquired about construction duration and potential noise impacts. DFW is committed to completing the proposed project efficiently to minimize operational impacts to all stakeholders. DFW will ensure that community members are informed of the temporary noise impacts well in advance of any project work or operational changes caused by the runway closure. The public involvement efforts are discussed in **Section 6.2,** and the notices are provided in **Appendix G.**

Environmental Commitments and Mitigation

Table ES-1 summarizes the environmental commitments, permits, and mitigation measures that would be implemented as part of the Proposed Action.

Table ES-1: Environmental Commitments and Mitigation Measures

Air Quality Commitments
The Proposed Action would include construction activities that would result in temporary air quality effects due to tailpipe emissions and fugitive dust but would fall below the de minimis threshold. Standard applicable activities would be conducted consistent with all pertinent federal, state, and local laws, regulations, and standards as appropriate and/or adopted by DFW. The Proposed Action will implement BMPs to reduce emissions related to construction and operational projects including implementing a Dust Control Plan, onsite dumpsters and recycling at the EMMS, limiting idling times, and use of efficient equipment.
Hazardous Materials, Solid Waste, and Pollution Prevention Commitments
No significant impacts related to hazardous materials or solid waste would occur as a result of the Proposed Action due to DFW's robust hazardous material, hazardous wastes, and solid wastes policies, which would be in place for the project-related activities. DFW would comply with all federal, state, and local requirements regarding the generation, handling, and disposal of any waste produced during the construction of the proposed project. As part of DFW's construction permitting process, DFW would require all contractors to submit detailed soil management and waste management plans and abide by those plans along with applicable regulatory requirements. The contractor would develop a waste management plan, and any contaminated media encountered during the construction of the Proposed Action would be handled in accordance with the Contaminated Media Management Plan. Abatement of Asbestos Containing Materials would be monitored by an appropriately licensed Asbestos Inspector. The Proposed Action would not significantly impact solid waste collection, landfill capacity, and waste disposal operations; therefore, mitigation is not required.
Noise and Noise Compatible Land Uses Commitments and Mitigation
Construction from the Proposed Action would affect 154 residential housing units, and an estimated population of 279 in the contour range DNL 65-70, when compared to the No Action Alternative (**Table 5-14**). Three off-airport areas would experience a temporary significant noise impact, one of which is non-compatible and categorized as multi-family residential buildings. Affected residents will be notified and made aware of the proposed construction timeline. Elevated noise levels would be temporary and limited to the construction period, therefore, no long-term mitigation is required. Short term mitigation will include contact and communication with affected residents and community leaders to ensure proper dissemination of information. The Proposed Action will implement standard applicable engineering controls and BMPs to reduce any construction noise increases.

Water Resources Commitments

At DFW, construction-related surface water quality impacts from stormwater runoff are minimized by BMPs as required by DFW's Design Criteria Manual (DFW 2017). In addition, all stormwater discharges from construction activities at DFW that result in the disturbance of one or more acres must comply with the Texas Pollutant Discharge Elimination System (TPDES) permit conditions already established for DFW. A Construction General Permit (CGP) SW3P, and all associated requirements would be implemented for the Proposed Action. Because of these water resource management policies and programs that are already in place at DFW, impacts to surface waters associated with the Proposed Action would not be expected to be significant; therefore, no mitigation would be required.

SECTION 1.0 INTRODUCTION

1.1 National Environmental Policy Act (NEPA) Authority

This Final Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969. NEPA requires federal agencies to (1) analyze the environmental impacts of their proposed actions, (2) identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions, (3) consider relevant and reasonable mitigation measures, and (4) provide interested parties with an opportunity to participate in the environmental review process.

The Federal Aviation Administration (FAA) is the Lead Federal Agency to ensure compliance with NEPA for the purpose of the Proposed Project. Under NEPA, the FAA is required to consider potential environmental impacts before funding or approving projects over which it has authority.[1] All airport improvement projects that are considered to be a major federal action, including through the receipt of federal funding, must be examined from an environmental standpoint, to comply with NEPA, the Airport and Airway Improvement Act of 1982, as amended, and other pertinent laws, and regulations. FAA's NEPA policies and procedures are set forth in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (FAA, 2025), FAA Order 1050.1 Desk Reference (FAA, 2023), and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions* (FAA, 2006). FAA also adheres to the NEPA policies and procedures established in Department of Transportation (DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts* (DOT, 2025).

The purpose of this EA is to analyze the potential environmental impacts of the proposed Runway 18L/36R Rehabilitation Project (Proposed Project or Proposed Action). This EA also includes public and agency coordination documents used to communicate the results of the environmental analyses, as well as to gather input from the public and regulatory agencies consulted. FAA will use the findings in the EA to determine whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact (FONSI).

1.2 Project Sponsor

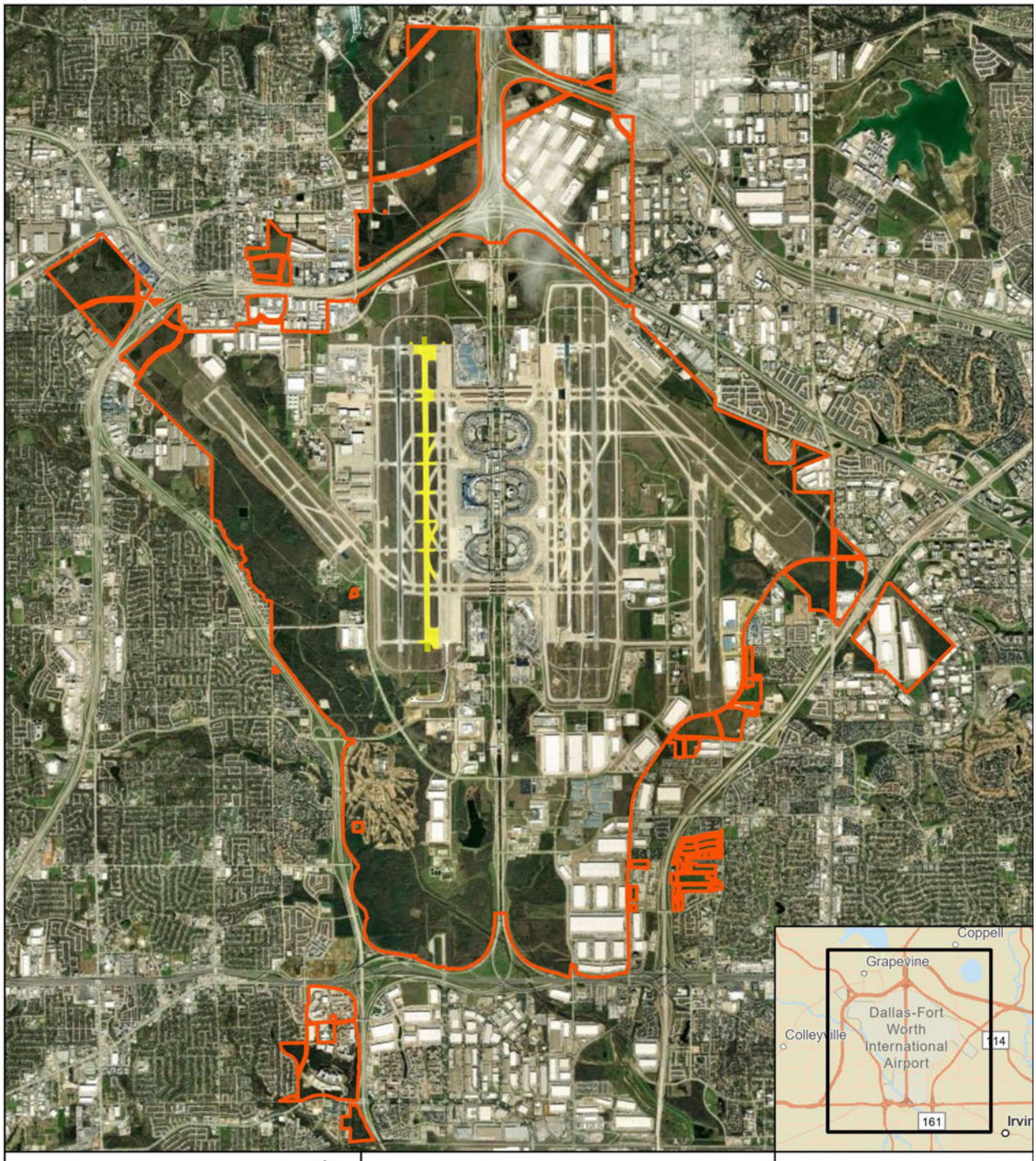
The Project Sponsor is the Dallas Fort Worth International Airport Board (DFW Board), located in Dallas and Tarrant counties, Texas.

1.3 Background

DFW is a commercial service airport that currently encompasses 17,207 acres (approximately 27 square miles) in Dallas and Tarrant counties. In the National Plan of Integrated Airport Systems (NPIAS, 2022), the FAA classifies the Airport as a large hub primary commercial service airport. DFW's airfield system consists of seven runways (13L/31R, 13R/31L, 17C/35C, 17L/35R, 17R/35L, 18L/36R, and 18R/36L). DFW has five passenger terminals named Terminals A, B, C, D, and E. **Figure 1-1** shows the general location map of DFW Airport, including its airfield and terminal areas.

[1] Recent changes in federal law (i.e. the FAA Reauthorization Act of 2018 and the FAA Reauthorization Act of 2024) have required FAA to revisit whether FAA approval is needed for certain types of projects. After review or the project scope and discussions pertaining to grant funding, FAA has determined that it has approval authority over the Proposed Runway 18L/36R rehabilitation project, assessed in this EA.

Figure 1-1. DFW Airport Property and Runway 18L/36R Location Map



O:\10431164_10189_DFW Runway 18L35R EA\7.2_WIP\Deliverables\Environmental\ProjectLocation.pdf

Runway 18L/36R is 13,401 feet long and serves as DFW's west airfield primary departure runway. Runway 18L/36R is 200 feet wide with 40-foot-wide asphalt shoulders and accommodates Airplane Design Group (ADG) VI.

The Proposed Project is part of DFW Airport's Comprehensive Runway Rehabilitation Program, which started in 2018. This comprehensive rehabilitation program started with the rehabilitation of Runway 17C/35C from May 2018 to March 2019. In June 2020, DFW then initiated a project to rehabilitate Runway 18R/36L, which was completed in April 2021. In August 2023, DFW started the Runway 17R/35L rehabilitation project and completed it in October 2024. Runway 18L/36R is the fourth runway in the rehabilitation program; based on the 2019 pavement condition index (PCI) report, the condition of the keel section received a "fair" score of 66 and needed rehabilitation to restore the asset to good condition, reduce the number of unplanned runway closures and reduce maintenance costs. Since 2019, the Runway 18L/36R pavement has continued to deteriorate and evaluations of the pavement conditions showed signs of continued distress and deficiencies attributed to age infrastructure and inadequate drainage conditions. Similar to the recently completed projects in the Comprehensive Runway Rehabilitation Program, the Runway 18L/36R Rehabilitation Project will also include installation of an asphalt overlay that will provide a reliable operational surface and standard maintenance cycle that aligns with the previous runway rehabilitation projects.

1.4 Federal Actions

The federal actions necessary for implementation of the Proposed Action include:

1. Determination under 49 U.S. Code (USC) §§ 40103(b) and 47107(a)(16), relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program,
2. Determination under 49 USC § 40117, as implemented by 14 Code of Federal Regulations (CFR) § 158.25, to impose and use passenger facility charges collected at the airport to assist with construction of potentially eligible items shown on the Airport Layout Plan (ALP),
3. Unconditional approval of the ALP portion depicting the Proposed Action as described in this document, in **Section 3.3** and shown in **Figure 3-1**, and
4. Modification, relocation, and/or upgrade of FAA-owned navigational aids (NAVAIDS) serving Runway 18L/36R.

SECTION 2.0 PURPOSE AND NEED

2.1 Purpose

The purpose of the Proposed Project is to rehabilitate the existing Runway 18L/36R, a mission critical asset, and extend its structural life, as well as reduce operational impacts and maintenance costs. The Proposed Project will restore the structural integrity of the runway pavement, enhance its functional performance, and improve Runway 18L/36R and adjacent taxiway conditions to meet current FAA design standards and Advisory Circular (AC) guidelines, thus ensuring DFW's airfield continues to support safe and efficient operations.

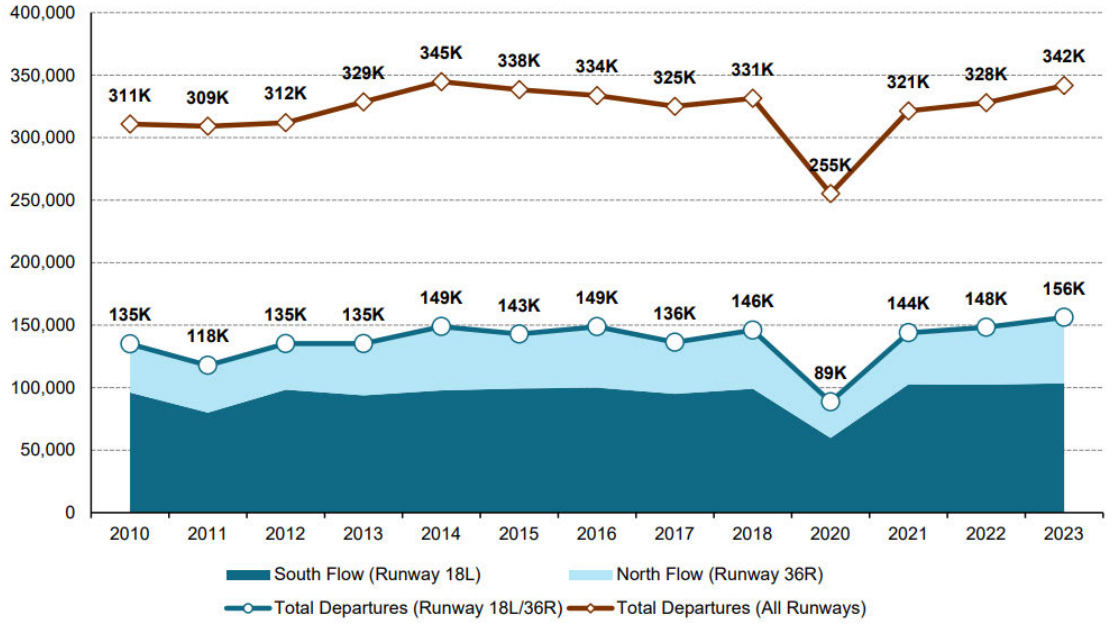
Since its opening in 1974, Runway 18L/36R has not undergone rehabilitation to address its pavement and utility deficiencies. While ongoing maintenance and select panel replacements have helped maintain operations to date, Runway 18L/36R has now reached a critical point on the pavement maintenance curve and does not meet current FAA design standards and AC guidelines. As such, complete rehabilitation of the runway and adjacent taxiways is required to extend its service life and ensure long-term operational reliability.

2.2 Need

Runway 18L/36R is one of DFW's mission critical departure runways; it serves as an all-weather runway with the capacity to support large aircraft operations by ADG VI passenger and cargo aircraft. Since 2010, Runway 18L/36R has supported more than 40 percent of all departing aircraft operations at DFW (**Figure 2-1**). In 2023, Runway 18L/36R served more than 156,000 departure operations, representing approximately 46 percent of all departures at DFW. Within the FAA southwest region, which includes small-, medium-, and large-hub airports in Texas, Oklahoma, Louisiana, New Mexico, and Arkansas, DFW accounts for approximately 25 percent of the total operations, and Runway 18L/36R accounts for nearly 6 percent of the total operations. As air travel demand continues to increase, Runway 18L/36R is projected to support over 208,000 annual departure operations by 2038. **Figure 2-2** shows the recent-past and forecast number of departure operations for Runway 18L/36R. See **Appendix A** for additional details on aircraft operations.

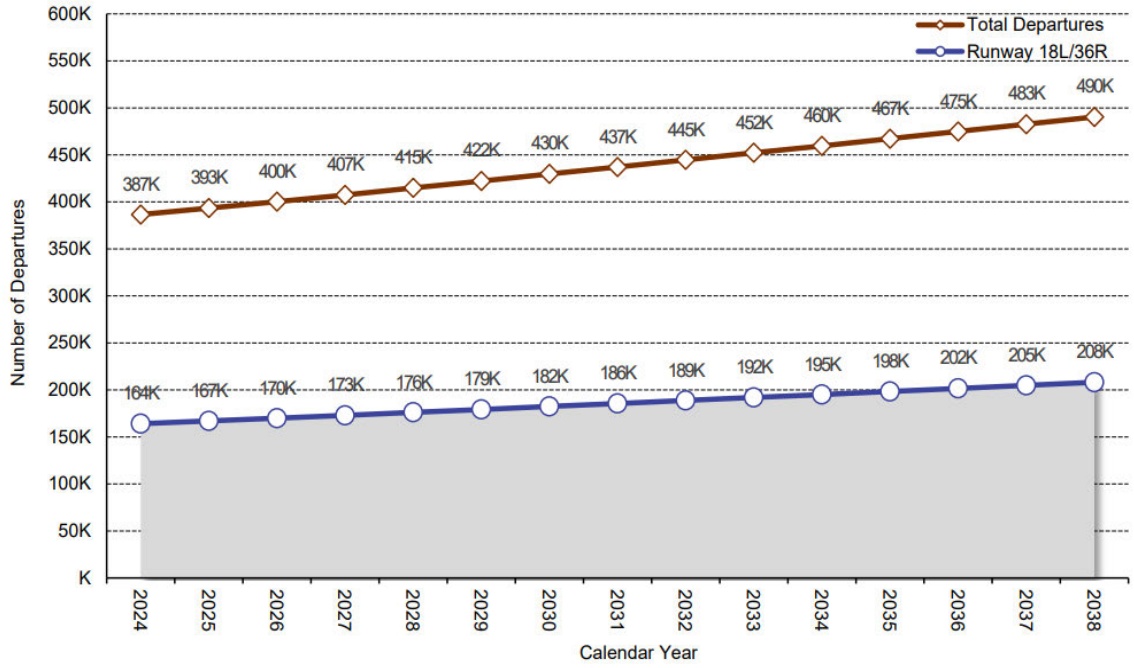
PCI surveys conducted in 2020 indicated that the keel section of the original (1974) runway pavement was 64 (Fair), while the extended sections of the runway had a PCI of 77 (PDD 2025). The PCI is used to rate pavement conditions, and ranges from 0-100, with 0 being the worst condition, and 100 being good condition. Pavement with a PCI score of 0 to 25 is considered to have failed or to be in serious/poor condition, usually needing major reconstruction. Pavement with a PCI of 26 to 54 is considered to be in poor condition, and pavement with a PCI of 55 to 69 is considered to be in fair condition, both of which usually require major rehabilitation. Pavement with a PCI of 70 to 85 is considered to be in satisfactory condition, and in need of pavement preservation and routine maintenance; and pavement with a PCI of 85 to 100 is considered to be in good condition, only needing routine maintenance to preserve the asset.

Figure 2-1. Runway 18L/36R Historic Operations (2010 to 2023)



Source: DFW Runway 18L/36R Rehabilitation PDD, January 2025

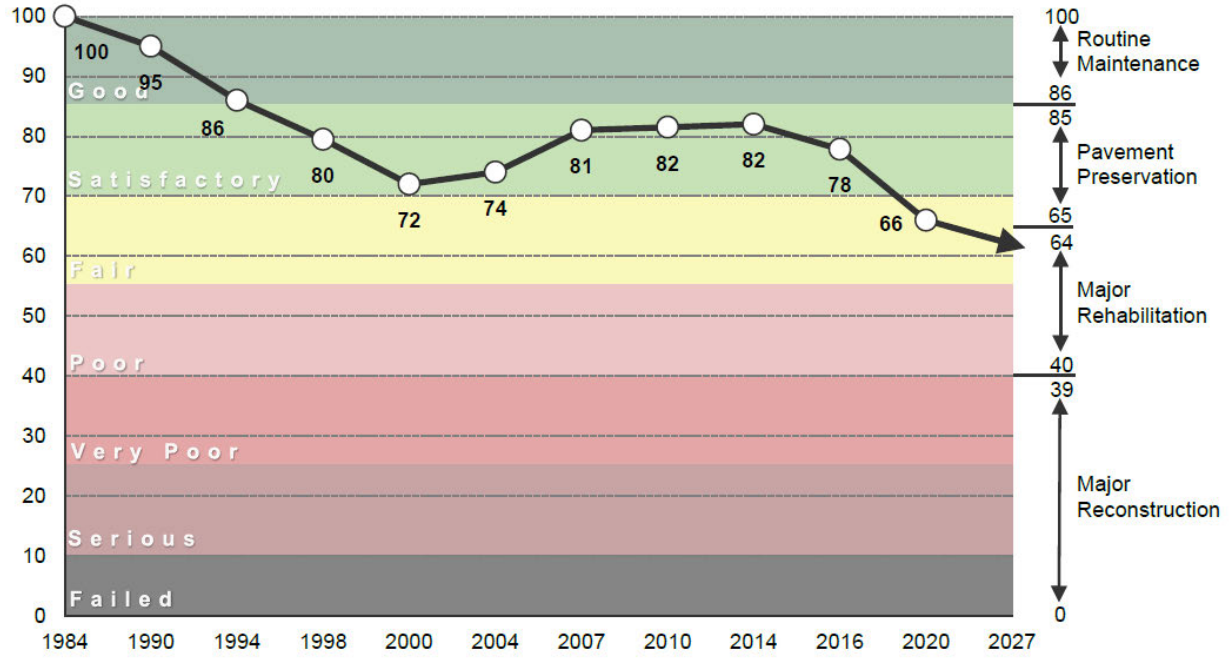
Figure 2-2. Runway 18L/36R Recent-Past and Forecasted Departure Operations (2024 – 2038)



Source: DFW Runway 18L/36R Rehabilitation PDD, January 2025

The historical PCI for the keel section of Runway 18L/36R are shown in **Figure 2-3**. As shown in the figure, the overall PCI for Runway 18L/36R declined from 82 (Satisfactory) in 2014 to 66 (Fair) in 2020, and due to the increased number of departure operations on Runway 18L/36R, the PCI has continued to trend downwards and is approaching the PCI levels associated with a need for major rehabilitation. Although Runway 18L/36R has undergone routine maintenance, it has not undergone comprehensive rehabilitation since opening in 1974. During pavement condition assessment of the runway and adjacent support facilities, DFW observed pavement distresses, cracking, joint seal damage, and panel deterioration, particularly in high-load areas. Routine maintenance is no longer sufficient to address the challenges, and without the proposed rehabilitation, the runway will continue to deteriorate. Furthermore, the projected growth in operations will result in an increase in the number of aircraft using Runway 18L/36R, and further deterioration and damage to the pavement subbase. Without the proposed project, the runway PCI would further decline, thus requiring costly maintenance and lengthy runway closures that would disrupt operations.

Figure 2-3. Runway 18L/36R Pavement Condition Index Results Summary



Source: DFW Runway 18L/36R Rehabilitation PDD, January 2025

The Proposed Project is needed to reinstate Runway 18L/36R to good condition, reduce the number of unplanned runway closures, and extend the runway's useful life. Furthermore, the Proposed Project is needed to update the runway and associated facilities to meet the current FAA design standards and FAA AC guidelines.

SECTION 3.0 ALTERNATIVES

FAA Orders 1050.1G and 5050.4B set forth policies and procedures to be followed when assessing the environmental impacts of aviation-related projects in compliance with NEPA. The FAA orders require a thorough objective assessment of the Proposed Action, No Action Alternative (NAA), and all "reasonable" alternatives that would achieve the stated purpose and need of the Proposed Action. The alternatives analysis presented in this section of the Final EA is consistent with the requirements of FAA Orders 1050.1G and 5050.4B.

The process to identify the range of initial alternatives to be considered is described in this section. Only those alternatives that would satisfy the purpose and need, as detailed in **Section 2.0**, were carried forward in the environmental analysis. Since the Proposed Action is rehabilitation of an existing runway, there are no other prudent or feasible action alternatives. Therefore, the NAA and the preferred Proposed Action Alternative were evaluated in this Final EA. A comparative summary of the anticipated environmental effects of the alternatives carried forward is presented in **Section 3.4**.

3.1 Alternatives Evaluation Process

As indicated previously in **Section 2.0**, the purpose and need for the proposed action has been carefully examined and documented. This analysis of alternatives was prepared to determine which alternatives might feasibly meet the purpose and need statement.

Because the Proposed Project is part of a comprehensive runway rehabilitation program, Runway 18L/36R was selected as the project site. As such, the selected site is the only area that would serve the purpose and need of the Proposed Project. No alternative sites would suit the purpose of the proposed runway rehabilitation project. The project support locations (PSLs), which include staging areas, contractor yards, and batch plant sites, were selected based on the area's proximity to Runway 18L/36R.

The alternatives analyzed in this assessment include:

1. The No Action Alternative (NAA), and
2. The Proposed Action Alternative with two phases:
    - Phase 1 – Night closures of Runway 18L/36R and the temporary relocated threshold of Runway 36R, maintaining approximately 9,273 feet of usable runway length.
    - Phase 2 – Full closure of Runway 18L/36R.

3.2 No Action Alternative

Inclusion of an NAA in environmental analysis and documentation is required under NEPA. The NAA is used to evaluate the effects of not constructing the project, thus providing a benchmark against the action alternatives may be evaluated. Under the NAA, DFW would not implement the proposed Runway 18L/36R Rehabilitation Project. The runway would continue to deteriorate and DFW would not be able to preserve the structural integrity of the runway. Furthermore, the potential for Foreign Object Debris (FOD) would increase which would impact safe airfield operations. The NAA does not meet the stated purpose and need for this project. However, to satisfy the intent of NEPA, FAA Order 1050.1G: *National Environmental Policy Act Implementing Procedures* and

FAA Order 5050.4B: *Implementing Instructions for Airport Actions*; and other special purpose environmental laws, the NAA is carried forward in the analysis of environmental consequences.

3.3 Proposed Action Alternative

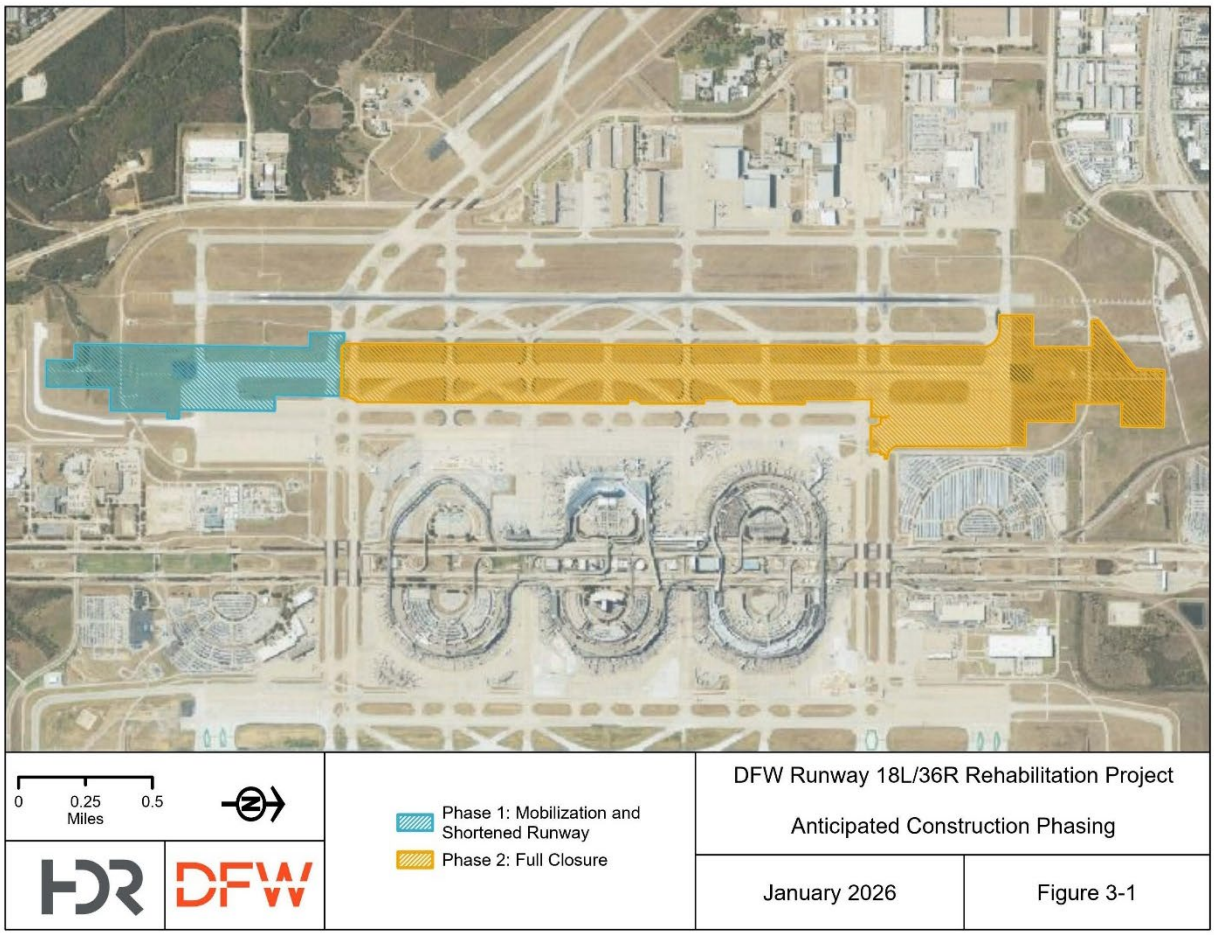
Under the Proposed Action Alternative—the sponsor's preferred alternative—the rehabilitation of Runway 18L/36R would consist of a closure of the runway from May 2026 through April 2027. During the period when the runway is closed, all aircraft operations would be moved from Runway 18L/36R; this change in aircraft operations and runway utilization operations would be temporary, during the construction period only. The Proposed Action would include two phases (**Figure 3-1**):

- ***Phase 1*** would generally consist of construction of the PSLs at the north end of the project area. Near the end of Phase 1, Runway 18L/36R would be closed nightly for partial depth saw cutting. Phase 1 would be scheduled to start in May 2026 and run through August 2026. During this phase, the Runway 36R threshold would be relocated and partial demolition of Runway 36R Run-Up Area would occur. The temporary relocation of the threshold would maintain a usable runway length of approximately 9,273 feet for ADG-III operations. The Southwest Holdpad (SWHP) will be utilized for hardstand operations for up to ADG-VI aircraft.
- ***Phase 2*** would consist of the construction of an additional PSL and the demolition and reconstruction of the runway, connecting taxiways and rehabilitation of the Northwest Holdpad (NWHP). Phase 2 would start in August 2026 and continue through April 2027. This phase would require the full closure of the runway. Taxiway WM would always remain open.

The detailed project scope shown in **Figure 3-2** includes the following:

- Pavement and rehabilitation
  - Select panel replacement, joint seal, and spall repair
  - Reduce width of runway from 200 feet to 150 feet
  - Full-depth reconstruction of shoulder pavements to meet FAA AC 150/5300-13B Change 1 requirement
  - Full depth reconstruction of the blast pad to meet ADG VI runway design standards
  - Application of 6-inch Hot Mix Asphalt (HMA) overlay
- Non-FAA circuit rehabilitation (will be removed and either moved to a new location or returned to current location)
  - Touchdown zone, centerline, and edge light emitting diode (LED) upgrades
  - Manholes replaced with junction can plazas
  - Replacement of in-pavement can lights including taxiways
  - Non-standard signs with pig tails
  - Temperature sensors
  - Electrical box relocation (ADG-VI obstruction)
  - Removal of old electrical infrastructure in the SWHP

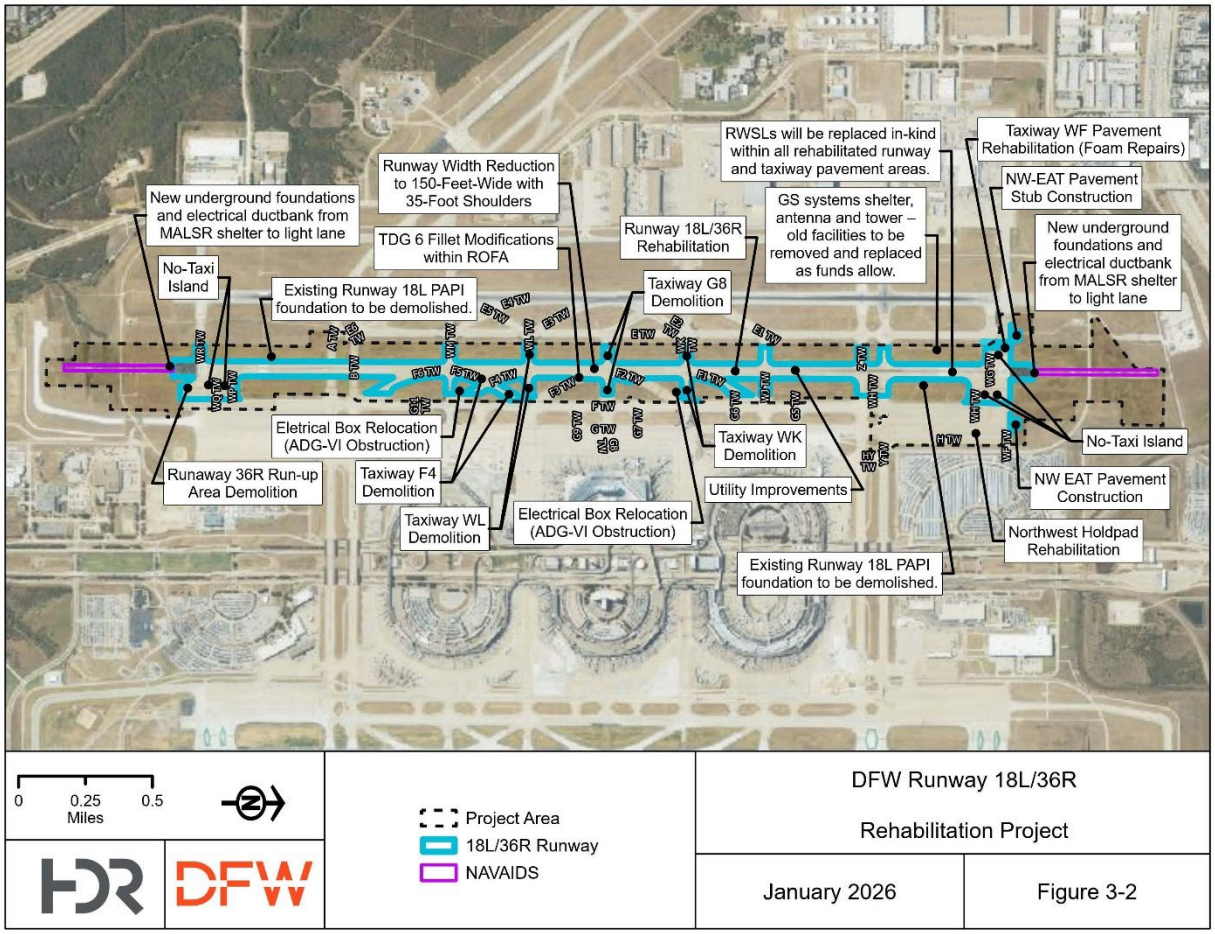
Figure 3-1. Runway 18L/36R Proposed Construction Phasing



- Modification, relocation, and/or upgrade of FAA-owned NAVAIDS
  - Runway 18L/36R Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) systems: Approach light plane adjustment due to new runway surface/grading with new MALSR field equipment to be provided by the FAA for installation by DFW contractor as a target of opportunity collaboration. Work includes new underground infrastructure including foundations and electrical ductbank from MALSR shelter to light lane (Station 10+00) and between the threshold and Station 24+00. As part of this project, a new runway MALSR equipment shelter will be replaced as funds allow.
  - Runway 18L/36R Precision Approach Path Indicator Lights (PAPI) systems: Due to the reduction in runway width, both PAPIs will be relocated closer to the runway requiring new underground infrastructure which includes foundations and electrical ductbank. Due to the new runway surface/grading, both PAPIs will require vertical adjustments of lamp housing assemblies due to new runway surface height.
  - Runway 18L/36R Runway Status Light System (RWSLs) will be removed and replaced in-kind throughout the rehabilitated pavement areas for both runway and taxiway surfaces.

  - Runway 18L/36R Glideslope (GS) systems shelter, antenna and tower – old facilities to be removed and replaced as funds allow.
- Utility improvements and rehabilitation of runway stormwater drainage
  - Relocate stormwater inlets
  - Relocate stormwater inlets within Taxiway F safety area
- Reset runway hold position markings
- NWHP Rehabilitation and Taxiway Design Group (TDG) 6 fillet modifications
- SWHP TDG 6 fillet modifications
- TDG 6 fillet modifications and select panel replacement of all taxiways and high-speed taxiway exits within the Runway 18L/36R Object Free Area (OFA)
- Demolition of existing taxiway pavement on Taxiway WK, between Taxiways E and F
- Demolition of taxiway pavement on Taxiway G8, between Taxiways E and F
- Demolition of taxiway pavement on Taxiway WL, between Taxiways E and F
- Demolition of taxiway pavement on Taxiway F4, between Runway 18L/36R and Taxiway F
- Rehabilitation of Taxiway WF pavement, south of taxiway centerline
- Construction of the Northwest End Around Taxiway (NW EAT) pavement, north of Runway 18L within Runway Safety Area (RSA)
- Partial demolition of the Runway 36R run-up threshold
- Installation of No-Taxi islands at the following locations:
  - East of the Runway 18L threshold between Taxiway WF and Taxiway WG
  - East of the Runway 18L threshold between Taxiway WG and Taxiway WH
  - West of the Runway 18L threshold between Taxiway WF and Taxiway WG
  - East of the Runway 36R threshold between Taxiway WP and Taxiway WQ
  - East of the Runway 36R threshold between Taxiway WQ and Taxiway WR
  - East of Runway 18L/36R, between Taxiway Y and Taxiway Z
- Construction of requisite utilities and improvements to lighting, signage, and stormwater drainage infrastructure
- Installation of the Runway 18L/36R Runway Weather Information System (RWIS) to effectively monitor pavement and weather conditions and support maintenance operations
- Final site-area grading, topsoil, seed/sod, and other erosion controls, as necessary; limits of grading, topsoil, and sodding to encompass areas beyond the inlets/drains to mitigate infield problem areas
- Temporary lighting, signage, and pavement markings installation, as necessary, to support temporary taxiway routing during various phases of construction

Figure 3-2. Runway 18L/36R Rehabilitation Project Scope



3.4 Alternatives Comparison

Under the NAA, Runway 18L/36R, the primary west airfield arrival runway would continue to deteriorate, which could seriously compromise the safety and efficiency of airport operations. Although the NAA would not result in temporary noise impacts to noise sensitive land uses, it would result in increased maintenance costs due to the need for repairs caused by pavement and joint-seal structural failures. The NAA would increase FOD and adversely impact airlines, passengers, and business partners, who depend on DFW's ability to support safe and efficient operations. The NAA would not meet the purpose and need; however, pursuant to NEPA, it has been carried forward as the baseline by which potential impacts of the action alternative can be measured.

In contrast, the Proposed Action Alternative would rehabilitate Runway 18L/36R and restore its structural integrity and useful life. It would allow DFW to support the current and future operations in a safe and efficient manner. The Proposed Action Alternative—the sponsor's preferred alternative—consists of rehabilitating the runway through a two-phase construction process. The construction phases would be sequenced to reduce impacts to airfield operations, airline partners, and the surrounding communities. During the planning and design process, DFW considered the best methods of phasing the

project so as to minimize impacts to airfield operations and customer experience. DFW decided to implement the Proposed Action in two phases. During the first phase, DFW would relocate the runway threshold and close a portion of the runway to enable construction while allowing for the continued use of the runway by ADG-III operations. During Phase 2, DFW would close the entire runway and shift aircraft operations to other runways. The traffic shifts, operational changes, and noise effects would be temporary and limited to the construction period. The Proposed Action Alternative meets the project's purpose and need by restoring the structural integrity of the runway, reducing FOD risks, and ensuring safe and efficient airfield operations. The Proposed Action extends the useful life of the runway and provides long-term benefits; the Proposed Action Alternative meets the purpose and need and is carried forward for detailed analysis.

3.5 Connected/Concurrent Actions

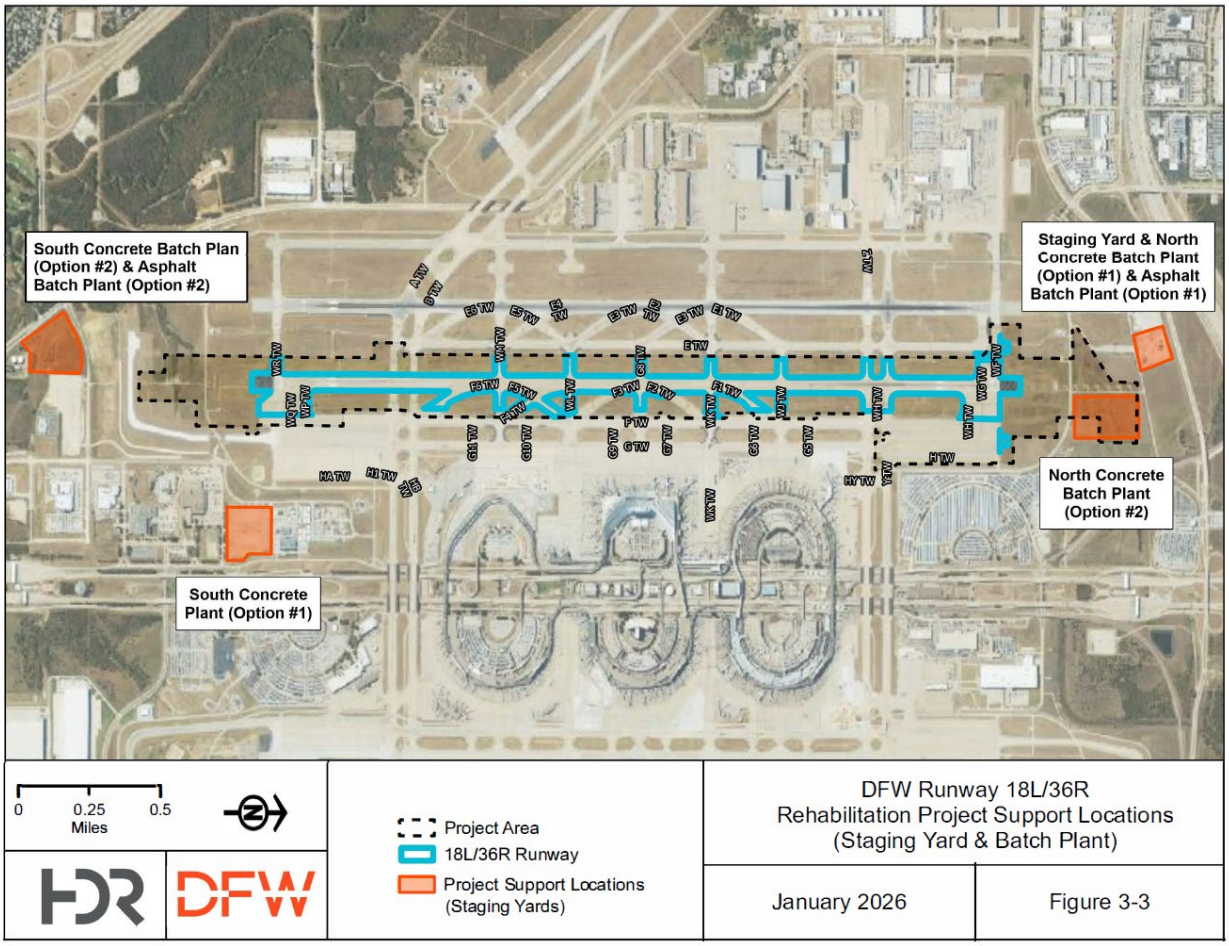
According to FAA Order 1050.1G, *connected action means a separate Federal action within the authority of FAA that is closely related to the proposed agency action and should be addressed in a single environmental document because the proposed agency action would (1) automatically trigger the separate Federal action, which independently would require the preparation of additional environmental documents; (2) cannot proceed unless the separate Federal action is taken previously or simultaneously; or (3) is an interdependent part of a larger Federal action that includes a separate Federal action, which mutually depends on the larger Federal action for their justification*.

Actions that are connected to the Proposed Project include:

- PSLs (**Figure 3-3**)
- Construction of the west airfield drainage improvements,
- Construction and installation of updated airfield lighting and signage, and
- Optimization of the west airfield duct bank and installation of supporting electrical utilities.

Multiple projects will be ongoing in the vicinity of Runway 18L/36R at the same time as the rehabilitation project effort is being completed. Although these projects are independent efforts, the work areas, haul routes, and PSLs would need to be coordinated to ensure minimal impacts to airport operations.

Figure 3-3. Runway 18L/36R Project Support Locations



SECTION 4.0 AFFECTED ENVIRONMENT

This section describes the environmental conditions within the project area and related regulations. Where potential impacts exist, environmental commitments and mitigation measures to offset these impacts are detailed in **Section 5.0**.

4.1 Resource Categories Not Carried Forward for Detailed Analyses

Per NEPA § 106(b)(2), codified under 42 U.S.C. § 4336(b)(2) and FAA Order 1050.1G requirements, EAs are to be concise; therefore the lead federal agency shall identify and eliminate from detailed study the issues that are not important, or that have been covered by prior environmental review, narrowing the discussion of these issues in the document to a brief presentation of why they would not have substantial effect on the human or natural environment. **Table 4-1** illustrates the rationale behind the elimination of the resources categories that were not carried forward for detailed analysis in this EA.

Table 4-1. Resource Categories Not Carried Forward for Detailed Analysis

Resource Category	Regulatory Setting, Significance Threshold, and Rationale for Elimination
Biological Resources	Biological resources are valued for their intrinsic, aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats. Primary Federal and State Regulations: Bald and Golden Eagle Protection Act; Endangered Species Act; Fish and Wildlife Coordination Act; Magnuson-Stevens Fishery Conservation and Management Act; Migratory Bird Treaty Act (MBTA); Texas Parks and Wildlife Code; Texas Administrative Code. **No Impact.** Reasoning: Under the Proposed Action, no habitat for any of the federally listed species and state-listed species was present within the proposed project area; therefore, there would be No Effect to the federally- or state-listed threatened or endangered species. If construction activities occur during the migratory bird nesting season, a nest survey would be conducted and any migratory bird nests would be protected in accordance with the MBTA, and other state and local regulations, including the DFW MBTA compliance nest survey protocol (see **Appendix E** for IPaC and Protected Species Assessment Report).
Coastal Resources	Coastal resources include all natural resources occurring within coastal waters and their adjacent shorelands such as islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. In geographic terms, coastal resources include the coastlines of the United States and its territories along the Atlantic and Pacific oceans, the Great Lakes, and the Gulf of Mexico. Primary Federal Regulations*:* Coastal Barrier Resources Act; Coastal Zone Management Act; National Marine Sanctuaries Act; Texas Coastal Management Program. **No impact.** Reasoning: There are no coastal resources located within or adjacent to the proposed project area.
U.S. DOT Act, Section 4(f) and Land and Water Conservation Fund Act, Section 6(f)	Section 4(f) of the U.S. DOT Act of 1966 (codified at 49 U.S.C. 303) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. Section 4(f) applies only to agencies within the U.S. DOT and protects certain properties from use for DOT projects unless the relevant DOT agency, in this case the FAA, determines there is no feasible and prudent alternative, and a project includes all possible planning to minimize harm. Section 6(f) of the Land and Water Conservation Fund (LWCF) Act stipulates that properties acquired or developed with LWCF assistance must be maintained for public outdoor recreation use, unless a conversation to non-recreational use is approved by the National Park Service. Primary Federal Regulations: U.S. Department of Transportation Act, Section 4(f); Land and Water Conservation Fund Act of 1965, Section 6(f). **No impact.** Reasoning: There are no Section 4(f) parks and recreational areas, publicly owned wildlife and waterfowl refuges, or historic sites within or adjacent to the proposed project area. There are also no Section 6(f) properties within the proposed project area.

Resource Category	Regulatory Setting, Significance Threshold, and Rationale for Elimination
Farmlands	Farmlands are defined as those agricultural areas considered important and protected by federal, state, and local regulations. Important farmlands include all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or of statewide or local importance. Farmland does not include land already in or committed to urban development or water storage. Primary Federal Regulations: Farmland Protection Policy Act (FPPA). **No impact.** Reasoning: DFW does not contain prime or unique farmlands and the project area (i.e., right-of-way) was purchased between 1962 and 1974. According to Part 523 of the FPPA Manual, construction within existing right-of-way purchased on or before August 4, 1984 is not subject to the provisions of FPPA (NRCS 2013). Since the Proposed Action would occur on previously paved or disturbed land, and there are no farmlands at or near DFW, the farmlands resource category is not impacted and therefore not carried forward for detailed analysis.
Historical, Architectural, Archeological, and Cultural Resources	The National Historic Preservation Act (NHPA) (54 U.S.C. 300101-307108) requires federal agencies to consider effects on historic properties, including those listed or eligible for the National Register of Historic Places (NRHP). Section 106 mandates consultation with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO). The Archaeological and Historic Preservation Act (54 U.S.C. 312501-312508) protects archaeological resources. Primary Federal and State Regulations: NHPA, Archaeological and Historic Preservation Act; Antiquities Code of Texas. **No Impact.** Reasoning: A historical, architectural, and cultural resources evaluation was completed and reviewed by the Texas Historic Commission (THC)/ SHPO. No historically significant or resources eligible for listing on the NRHP were found within the direct and indirect area of potential effects. On September 12, 2025, the THC SHPO concurred with the Section 106 report findings and conclusions. The Section 106 Evaluation Report and SHPO concurrence letter are included in **Appendix F**.
Land Use	NEPA (42 U.S.C. 4321-4370m) requires consideration of land use impacts. The Aviation Safety and Noise Abatement Act (49 U.S.C. 47501-47510) and FAA regulations at 14 CFR Part 150 address compatible land use planning around airports. Primary Federal Regulations: NEPA, Aviation Safety and Noise Abatement Act. **No Impact.** Reasoning: The Proposed Action would not require any property acquisition or land use changes. The proposed Project would be developed entirely on airport property and is compatible with DFW's on-airport land use plans.
Natural Resources and Energy Supply	NEPA (42 U.S.C. 4321-4370m) requires consideration of impacts on natural resources and energy supply. The Energy Policy and Conservation Act (42 U.S.C. 6201-6422) promotes energy conservation, applicable to federal actions affecting energy use. Primary Federal Regulations: National Environmental Policy Act, Energy Policy and Conservation Act. **No Impact.** Reasoning: FAA Order 1050.1 requires that federal agencies consider energy requirements, natural or depletable resource requirements, and the conservation potential of alternative and mitigation measures. Consumption of natural resources and use of energy supplies may result from construction, operation, and/or maintenance of the Proposed Action. Buildings and other structures at the airport require electricity and natural gas for lighting, cooling, heating, electric vehicle charging and operating the Skylink automated people mover. DFW is located within a highly urbanized area with adequate access to natural resources for airport operations, aircraft operations, and construction projects. DFW has implemented a sustainability program to reduce energy and water consumption and use alternative renewable energy sources.

Resource Category	Regulatory Setting, Significance Threshold, and Rationale for Elimination
Socioeconomics and Children's Environmental Health and Safety	NEPA (42 U.S.C. 4321-4370m) requires consideration of socioeconomic effects in environmental reviews. The primary statute related to socioeconomic impacts for FAA NEPA reviews is the Uniform Relocation and Assistance and Real Property Acquisition Act, which contains provisions that must be followed if the Proposed Action would result in acquisition of real property or displacement of people. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s). *Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks* directs federal agencies to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Impacts to children are considered separately in NEPA reviews because children may experience a different intensity of impact as compared to an adult exposed to the same event Primary Federal Regulations: NEPA, Uniform Relocation Assistance and Real Property Acquisition Policies Act, and Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks.* **No Impact**. Reasoning: Implementation of the Proposed Action would not result in substantial changes to the prevailing socioeconomic conditions, because there would not be any relocation of residents or businesses located within or adjacent to the project area. The entire project area is located on DFW airport property; it would not require land acquisition or loss of the tax base of any community. Although construction and implementation of the Proposed Action would temporarily change air pollutants emissions, the changes are minimal and would not have an adverse impact to children's health and safety.
Visual Effects (including Lighting Emissions)	NEPA (42 U.S.C. 4321-4370m) requires consideration of aesthetic impacts. The NHPA (54 U.S.C. 300101-307108) applies if visual impacts affect historic properties. Primary Federal Regulations: NEPA, NHPA. **No Impact.** Reasoning: Visual effects deal with the extent to which the Proposed Action would 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Light emission sources at DFW include airfield lighting, signage, navigational aids, and buildings. Mobile light sources include ground access vehicles utilizing airport roadways, aircraft, and aviation support vehicles. There are no residential or light sensitive areas within or adjacent to the project area. Light emissions from the Proposed Action would not cause substantial annoyance for people in the vicinity nor interfere with normal airport activities. Therefore, the Proposed Action would not result in impacts to the visual environment not already occurring or expected to occur with current operations in the area.
***Water Resources:* Floodplains**	The National Flood Insurance Act (42 U.S.C. 4001 et seq.) establishes the National Flood Insurance Program, requiring compliance with Federal Emergency Management Agency (FEMA) floodplain management regulations (44 CFR Part 60). Primary Federal Regulations: National Flood Insurance Act, Executive Order 11988, and DOT Order 5650.2, Floodplain Management and Protection. **No Impact.** Reasoning: The Proposed Runway 18L/36R Project and the associated PSLs are located in upland areas; there are no floodplains within the project areas of disturbance. The Proposed Project and the associated PSLs are located outside the 100-year Floodplain, within Zone X, identified as areas of minimal flood hazard (FEMA FIRM Map Panel 48439C0120K (effective 9/25/2009) and Panel 48439C0235L (effective 3/21/2019).
***Water Resources:* Groundwater (Sole Source Aquifers)**	The Safe Drinking Water Act (42 U.S.C. 300f-300j-26) prohibits federal actions that contaminate EPA-designated sole source aquifers. Primary Federal Regulations: Safe Drinking Water Act. **No impact.** Reasoning: According to the interactive US EPA Sole Source Aquifer Map, there are no sole source aquifers in the Proposed Project area. The nearest sole source aquifer, the Edwards Aquifer, is located almost 200 miles south of the Proposed Project area.

Resource Category	Regulatory Setting, Significance Threshold, and Rationale for Elimination
***Water Resources:* Wetlands**	The Clean Water Act (33 U.S.C. 1251-1387) regulates discharges into wetlands through Section 404 permits and Section 401 certifications. The Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) requires consultation for wildlife impacts. Primary Federal Regulations: Clean Water Act, Fish and Wildlife Coordination Act, and Executive Order 11990. **No Impact**. Reasoning: The Proposed Project and the associated PSLs are located in upland areas; there are no wetlands within the project areas of disturbance. A study to determine and delineate any wetlands and waters of the U.S. within the project area was conducted in July 2025. No wetlands or waters of the U.S. were identified within the project and staging areas (see **Appendix E**).
***Water Resources:* Wild and Scenic Rivers**	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) protects designated rivers and study rivers from actions that adversely affect their free-flowing nature or values. Primary Federal Regulations: Wild and Scenic Rivers Act. **No impact.** Reasoning: According to the National Wild and Scenic Rivers System (2017), there are no wild or scenic rivers or eligible rivers located within or adjacent to the proposed project area.

4.2 Air Quality

4.2.1 Regulatory Background

The Clean Air Act (CAA) requires adoption of National Ambient Air Quality Standards (NAAQS), which are periodically updated, to protect public health and welfare from the effects of air pollution (**Table 4-2**). Under the CAA, the U.S. Environmental Protection Agency (USEPA) established federal standards for six criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$).

Based on air monitoring data and in accordance with the CAA, areas within the United States are designated as either "attainment" or "non-attainment" areas for each pollutant. Areas that meet the NAAQS are designated as attainment, those that do not meet the standards are designated as nonattainment, and those that are in transition from nonattainment to attainment are designated as “maintenance.” Those areas designated as “non-attainment” for purposes of NAAQS compliance are required to prepare regional air quality plans, which set forth a strategy for bringing an area into compliance with the standards. These regional air quality plans developed to meet NAAQS are included in an overall program referred to as the State Implementation Plan (SIP). A SIP is a comprehensive record of all air pollution control strategies, emission budgets, and timetables implemented.

Table 4-2. National Ambient Air Quality Standards

Pollutant	Averaging Time	Standard	Type of Standard	Form
CO	1-hour	35 ppm	Primary	Not to be exceeded more than once annually
	8-hour	9 ppm	Primary	Not to be exceeded more than once annually
Pb	Rolling quarter	0.15 µg/m^3	Primary & Secondary	Not to be exceeded

Pollutant	Averaging Time	Standard	Type of Standard	Form
NO_2	1-hour	100 ppb	Primary	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	1 year	53 ppb	Primary & Secondary	Annual Mean
O_3	8-hour	0.070 ppm	Primary & Secondary	Annual 4th highest daily maximum 8-hour concentration, averaged over 3 years
PM_{10}	24-hour	150 µg/m^3	Primary & Secondary	Not to be exceeded more than once annually on average over 3 years
$PM_{2.5}$	1 year	9.0 µg/m^3	Primary	Annual mean, averaged over 3 years
	1 year	15.0 µg/m^3	Secondary	Annual mean, averaged over 3 years
	24-hour	35 µg/m^3	Primary & Secondary	98th percentile, averaged over 3 years
SO_2	1-hour	75 ppb	Primary	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	1 year	10 ppb	Secondary	Annual mean, averaged over 3 years

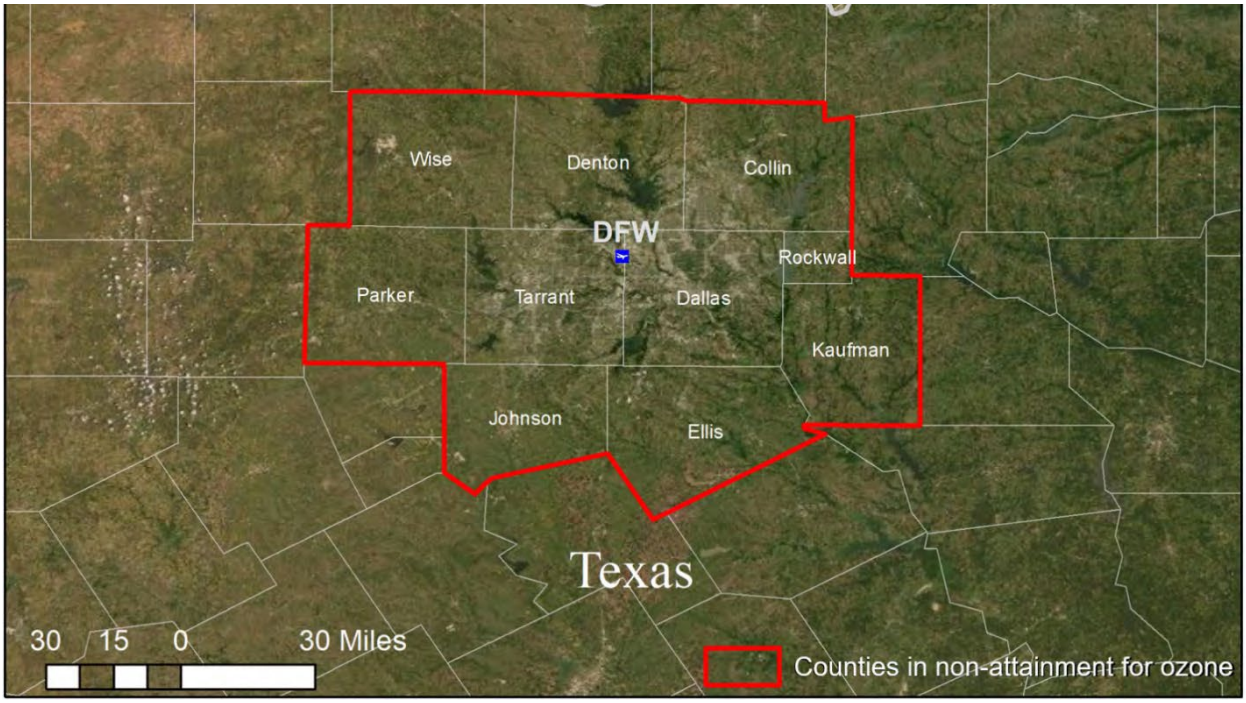
Source: EPA, 2025
Notes: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.
Primary standards provide public health and safety protection, especially for sensitive populations such as asthmatics, children, and the elderly.
Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

4.2.2 Existing Conditions

The Dallas-Fort Worth metropolitan area has been designated as an attainment area for all criteria pollutants except for O_3 (TCEQ, 2025). The Runway 18L/36R Rehabilitation Project is located in Tarrant County, which is in the Dallas-Fort Worth metropolitan area (**Figure 4-1**). The Dallas-Fort Worth metropolitan area, the air quality study area for this project, is designated as a "*Severe Nonattainment*" area for the 2008 8-hour O_3 standard (0.075 ppm) and a "*Serious Nonattainment*" area for the 2015 8-hour O_3 standard (0.070 ppm). The Dallas-Fort Worth metropolitan area is designated as being in *Attainment or Unclassified for* CO (1-hr, 8-hr), NO_2 (1-hr, Annual), SO_2 (1-hr, 3-hr), PM_{10} (24-hr), $PM_{2.5}$ (24-hr, Annual), and Pb (Rolling 3-month average).

The Texas Commission on Environmental Quality (TCEQ) is responsible for developing the SIP to ensure Texas complies with the CAA and meets the NAAQS by a designated deadline. For the Dallas-Fort Worth metropolitan area, the SIP focuses on reducing the two primary pollutants that lead to O_3 formation, volatile organic compounds (VOCs) and nitrogen oxides (NOx). O_3 is not directly emitted but is formed in the atmosphere when NOx and VOCs react in sunlight.

Figure 4-1. DFW and AQCR Ozone Non-Attainment Area



Source: EPA 2025

4.2.3 General Conformity

General Conformity is a process to ensure that federal actions taken by FAA comply with the CAA and do not worsen air quality in nonattainment and maintenance areas. Furthermore, General Conformity ensures that FAA actions do not interfere with a state's plan to meet NAAQS. General Conformity analysis evaluates both direct emissions and indirect emissions, as defined by the *40 CFR 93.152*. Direct emissions are those that occur at the same time and place as the federal action. Indirect emissions are defined as emissions or precursors that are caused or initiated by the federal action and originate in the same nonattainment area or maintenance area but occur at a different time or place from the action, are reasonably foreseeable, that the agency can practically control, and for which the agency has continuing program responsibility.

When developing the General Conformity Rule, the EPA recognized that many actions conducted by federal agencies do not result in substantial increases in air pollutant emissions in nonattainment and maintenance areas. Therefore, the EPA established *de minimis* threshold levels for emissions of each of the criteria pollutants. If the sum of the increases from direct and indirect emissions caused by a project is found to be below *de minimis* levels, no further air quality analysis is needed. If the total direct and indirect emissions exceed *de minimis* thresholds for any pollutant, the project would require a General Conformity determination.

Design values shown in **Table 4-3** are from available Air Quality System (AQS) sites closest to DFW Airport, as determined by the EPA Interactive Map of Air Quality Monitors (https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors) and the EPA Design Value Interactive Tool (https://www.epa.gov/air-trends/design-value-interactive-tool). All data from 2024 was current as of 8 May 2025.

Table 4-3. Recent Air Quality at Dallas-Fort Worth-Arlington, Texas

Pollutant	Federal Standard	2024 Design Value	Active Monitoring Years	Monitoring Site	Current Status
CO	9 ppm (8-hour)	1.3 ppm	2011-2025	Dallas Hinton	Attainment
Pb	0.15 µg/m^3 (3-month)	0.08 µg/m^3 (2022-2024)	2011-2024	Frisco Stonebrook	Attainment
NO_2	100 ppb (1-hour)	44 ppb	2019-2025	Dallas Hinton	Attainment
	100 ppb (1-hour)	41 ppb	1998-2025	Dallas North #2	Attainment
	100 ppb (1-hour)	38 ppb	2000-2025	Grapevine Fairway	Attainment
	100 ppb (1-hour)	42 ppb	2010-2025	Keller	Attainment
O_3	0.070 ppm (2015 8-hour)	0.080 ppm	1990-2025	Keller	Nonattainment
	0.070 ppm (2015 8-hour)	0.077 ppm	1998-2025	Dallas North #2	Nonattainment
	0.070 ppm (2015 8-hour)	0.073 ppm	1995-2025	Dallas Hinton	Nonattainment
	0.070 ppm (2015 8-hour)	0.081 ppm	2000-2025	Grapevine Fairway	Nonattainment
PM_{10}	150 µg/m^3 (24-hour)	0.00 (2022-2024) average exceedances	2009-2024	Earhart	Attainment
$PM_{2.5}$	12 µg/m^3 (annual)	9.6 µg/m^3	2011-2025	Dallas Hinton	Attainment
	35 µg/m^3 (24h primary)	22 µg/m^3	2011-2025	Dallas Hinton	Attainment
SO_2	75 ppb (1-hour)	4 ppb	2011-2025	Dallas Hinton	Attainment

Source: USEPA 2025a

4.2.4 Sources of Airport Air Emissions

Sources of airport air emissions include construction equipment, motor vehicles (employees, passengers airport fleet, etc.), heating and cooling systems, aircraft taxiing, ground support equipment (GSE), and auxiliary power units (APU).

4.3 Hazardous Materials, Solid Waste, and Pollution Prevention

4.3.1 Regulatory Background

The handling and disposal of hazardous materials, chemicals, and wastes is primarily governed by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (more commonly known as “Superfund”), Pollution Prevention Act, Toxic Substances Control Act, and Resource Conservation and Recovery Act (RCRA), as amended. RCRA governs the generation, treatment, storage, and disposal of solid and hazardous wastes. CERCLA provides for consultation with natural resources trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment. In addition to these laws, three Executive Orders have been designated to ensure federal compliance with pollution control standards, federal right-to-know laws, and Superfund implementation. FAA Orders 1050.1 Desk Reference, 1050.1G, and 5050.4B do not provide a specific threshold of significance for hazardous material and

solid waste impacts. However, they conclude that actions involving property listed (or potentially listed) on the National Priorities List (NPL) would be considered significant.

Solid waste is generated by a project and defined as any discarded material that is abandoned, recycled, considered inherently waste-like, or a military munition (RCRA). Hazardous waste is a type of solid waste that possesses at least one of the following four characteristics: ignitibility, corrosivity, reactivity, or toxicity (40 CFR § 261.3). Hazardous material refers to any substance or material that is capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Per 49 CFR § 172.101, hazardous materials include both hazardous wastes and hazardous substances, as well as petroleum and natural gas substances and materials.

4.3.2 Existing Conditions

Per the EPA's NPL database, there are no properties listed (or proposed) on the NPL in the direct Project Area.

4.3.2.1 Solid Waste

Solid waste at DFW is generated by passengers, concessionaires, and various activities associated with demolition and construction projects. DFW collects this solid waste and evaluates it to determine where it is to be disposed. Waste Management of Texas collects and transports DFW's municipal solid waste (MSW) to the Dallas-Fort Worth Landfill in Lewisville. This landfill is appropriately permitted and located approximately 9 miles north-northeast of the project area. DFW also has a consolidated east materials management site to help facilitate recycling and reuse of construction materials. DFW recycles a variety of materials including, but not limited to, construction and demolition waste, paper, cardboard, wood, metal, concrete, soil, and tires. DFW's Sustainability Management Plan details the airport's commitments to decreasing the generation of MSW and hazardous materials and increasing campus-wide recycling.

4.4 Noise and Noise-Compatible Land Uses

Noise is considered unwanted sound that can disturb routine activities and can cause annoyance. Per FAA Order 1050.1 Desk Reference, aviation noise primarily results from the operation of fixed and rotary wing aircraft, such as departures, arrivals, overflights, taxiing, and engine run-ups. This section discusses the aircraft noise and noise compatible land use analysis for the baseline conditions. The analysis summarizes the operational data used in calculating noise exposure levels, how noise is characterized and defined, and how people respond to noise. Refer to **Appendix D** for the detailed noise analysis technical report.

4.4.1 Regulatory Background

Federal statutes, FAA regulations, and FAA guidance related to the consideration of noise impacts are detailed in **Appendix D**. This EA follows guidance and regulations provided in FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and the 1050.1 Desk Reference on how the impact assessment should occur, as well as other federal statutes, regulations, and specific agency orders.

Federal laws and FAA guidance documents detailed in **Appendix D** specify the use of the Day-Night Average Sound Level (DNL) as the noise metric used in all FAA aviation noise studies in airport communities. DNL, a cumulative sound level, provides a measure of total sound energy. DNL is a logarithmic average of the sound levels of multiple events at one location over a 24-hour period. A 10 decibel (dB) weighting is added to all sounds occurring during nighttime hours (between 10:00 p.m. and 6:59 a.m.). The weighting for nighttime noise events is intended to account for the added intrusiveness of noise during typical sleeping hours, as ambient sound levels during nighttime hours are typically about 10 dB lower than during daytime hours.

For a NEPA noise analysis, the FAA requires that the 24-hour analysis period represents the average annual day (AAD). The AAD reflects the daily aircraft operations averaged over a 365-day period. Further details on noise metrics, including DNL, can be found in **Appendix D**.

FAA has adopted guidelines for evaluating land-use compatibility with noise exposure. In general, most land uses are considered compatible with DNL less than 65 dB, but only certain uses are compatible with DNL greater than or equal to 65 dB.

The noise analysis compares the NAA and Proposed Action Alternative for the forecast conditions using the FAA's thresholds of significance. **Table 4-4** lists the significance and reportable threshold for changes in noise in accordance with FAA Order 1050.1G.

Table 4-4. Aircraft DNL Thresholds and Impact Categories

Impact Category	65 DNL or Greater	Greater than or equal to 60 DNL but less than 65 DNL	Greater than or equal to 45 DNL but less than 60 DNL
Minimum Change in DNL when comparing the Proposed Action and NAA DNL	1.5 dB	3.0 dB	5.0 dB
Level of Change	Significant	Reportable	Reportable

Source: FAA Order 1050.1G and 1050.1 Desk Reference[2]

4.4.2 Study Area

To adequately capture the effects of aircraft noise, the noise study area (NSA) must include not only the immediate airport environs, where aircraft flight paths are aligned with the runways, but also other potentially affected areas over which aircraft would fly as they follow any modified flight corridors that join the surrounding airspace. The NSA was developed to encompass an area that would contain at least the lateral extent of the estimated 60 DNL contour resulting from aircraft flight and ground operations contemplated under the Proposed Action, with an adequate buffer to accommodate potential changes in the contour between the NAA and the Proposed Action Alternative. **Figure 4-2** displays the NSA on the land use map. The NSA is approximately 4 nautical miles (nmi) to the east and west and 8 nmi to the north and south.

[2] 1050.1 Desk Reference

4.4.3 Noise Compatible Land Use

NEPA requires the review of land uses located in the airport environs to understand the relationship between those land uses and the noise exposure associated with arriving and departing aircraft. Identification of a noise sensitive use within the 65 DNL contour does not necessarily mean that the use is either considered noncompatible or that it is eligible for mitigation. Rather, identification merely indicates that the use is generally considered noncompatible but requires further investigation. Factors that influence compatibility and/or eligibility may include but are not limited to previous sound reduction treatments, current interior noise levels, structure condition, ambient and self-generated noise levels, whether a given use is considered temporary or permanent, and the timeframe within which a given structure was constructed. Existing land use in the NSA consists of DFW property, residential uses, commercial, and industrial land uses, as shown on **Figure 4-2.** Additional details on the land use can be found in **Appendix D.**

4.4.4 Existing Conditions

This section provides a description of current aircraft noise conditions within the NSA. The existing conditions for this Final EA represent aircraft operations for calendar year 2024.

4.4.4.1 Aircraft Operations

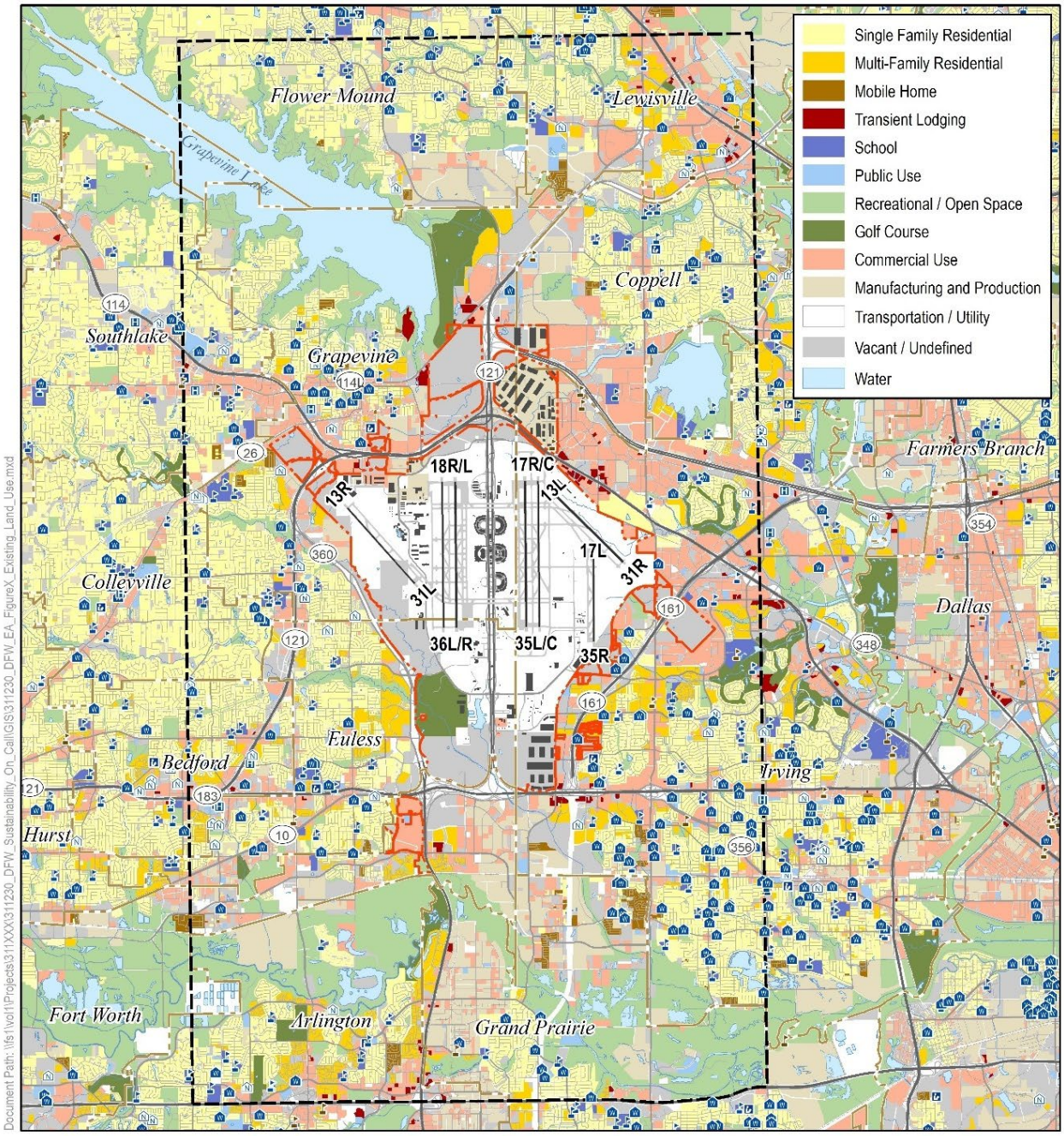
Data from DFW's Noise and Operations Monitoring System (NOMS) and from the FAA's Operations Network (OPSNET) are the basis of the existing condition noise model inputs. The fleet mix developed from the DFW NOMS data was grouped into FAA operational categories (Air Carrier, Air Taxi, and General Aviation) and the totals were scaled to match the annual OPSNET counts. The total operations count for 2024 was 743,203. The commercial categories (Air Carrier and Air Taxi) were separated to display both passenger and cargo annual and daily operations, as shown in **Table 4-5**. Further details on the existing level of operations can be found in **Appendix A**.

Table 4-5. Existing Condition (2024) Operations

Time frame	Air Carrier Passenger	Air Carrier Cargo	Air Taxi Passenger	Air Taxi Cargo	General Aviation	Military	Total
Full Year	705,825	16,573	10,580	4,290	5,724	211	743,203
Average Annual Day	1,928.5	45.3	28.9	11.7	15.6	0.6	2,030.6

Source: HMMH, 2025

Figure 4-2. Land Use and Noise Study Area



Airport Boundary
Study Area Boundary
Runway / Taxiway / Apron
Major / Minor Roads
City Limits
Recreational / Open Space
Airport Buildings
Railroad
Water / Stream
School
Higher Education
Library
Worship
Hospital
Senior Living Facility

DALLAS FORT WORTH INTERNATIONAL AIRPORT

Existing Land Use

0 1 2 4 Miles

Data Sources: North Central Texas Council of Governments (NCTCOG); Strategic Mapping Program (StratMap); AirNav.com; ESRI, Inc.

Table 4-6 provides the average daily operations, by aircraft type, that were used in the Airport Environmental Design Tool (AEDT) to model the Existing Condition. The average daily number of aircraft arrivals and departures for 2024 are calculated by dividing the total annual operations by 366 (days in a year). The Existing Condition AAD includes 2,030.6 total operations, 8.5 percent of which occurred during the DNL nighttime hours of 10:00 p.m. to 6:59 a.m.

Table 4-6. DFW Modeled Average Daily Aircraft Operations for the Existing Conditions (2024)

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Departures Day	Departures Night	Total
Air Carrier Passenger	*Jet*	747400	0.8	0.4	0.8	0.4	2.5
		7478	0.9	0.7	1.0	0.6	3.2
		757PW	0.8	<0.1	0.8	0.1	1.8
		757RR	1.2	0.1	1.1	0.2	2.6
		7673ER	5.5	2.5	4.3	3.8	16.1
		777300	1.8	1.1	1.1	1.8	5.7
		A300-622R	2.5	0.2	2.3	0.4	5.4
		MD11GE	1.1	0.9	1.2	0.8	4.0
		MD11PW	1.0	1.0	1.2	0.8	4.0
		737700	17.5	2.6	18.4	1.7	40.2
		737800	203.9	28.1	210.8	21.1	463.8
		7378MAX	7.7	2.7	9.3	1.0	20.7
		747400	0.9	0.4	0.9	0.4	2.5
		7478	<0.1	0.3	0.2	0.1	0.6
		777200	5.8	0.7	6.2	0.3	13.0
		7773ER	5.3	<0.1	4.6	0.7	10.7
		7878R	5.8	2.5	8.2	<0.1	16.5
		7879	9.2	1.5	9.2	1.5	21.4
		A319-131	65.5	6.6	65.5	6.5	144.1
		A320-211	18.5	3.3	19.0	2.8	43.6
		A320-232	30.0	4.2	30.9	3.3	68.3
		A320-270N	22.0	8.3	22.2	8.1	60.6
		A321-232	175.5	28.9	180.9	23.5	408.8
		A330-301	0.8	<0.1	<0.1	0.8	1.7
		A330-343	0.4	0.0	0.4	<0.1	0.8
		A340-211	0.5	0.0	0.5	0.0	1.0
		A350-941	3.1	<0.1	2.4	0.7	6.2
		A380-841	0.9	<0.1	0.8	<0.1	1.8
	Regional Jet	CRJ9-ER	82.3	12.6	86.8	8.1	189.7
		EMB170	33.3	4.5	34.4	3.5	75.8
		EMB175	152.1	15.2	153.6	13.7	334.6
		EMB190	1.0	<0.1	1.0	<0.1	2.0
Air Carrier Total			**857.5**	**129.4**	**880.3**	**106.6**	**1,973.8**

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Departures Day	Departures Night	Total
Air Taxi Cargo	***Non-Jet***	1900D	1.0	<0.1	0.7	0.3	2.1
		CNA208	2.8	0.7	3.0	0.4	6.9
		DHC6	0.7	<0.1	0.6	0.1	1.5
		SF340	0.4	0.2	0.6	<0.1	1.3
Air Taxi Passenger	***Jet***	CL600	0.8	<0.1	0.8	<0.1	1.7
		CNA55B	1.5	<0.1	1.5	<0.1	3.2
		CNA560XL	0.8	<0.1	0.9	<0.1	1.8
		CNA680	2.3	0.1	2.3	<0.1	4.9
	Regional Jet	CL600	1.0	<0.1	1.0	<0.1	2.0
		EMB145	0.7	<0.1	0.7	<0.1	1.3
		EMB14L	1.8	0.0	1.8	<0.1	3.7
	Non-Jet	CNA208	5.1	<0.1	5.0	0.1	10.4
Air Taxi Total			13.2	0.1	13.2	0.1	27.3
General Aviation	***Jet***	CL600	0.9	<0.1	0.9	<0.1	1.8
		CL601	2.0	0.1	2.1	<0.1	4.3
		CNA55B	1.0	<0.1	0.9	<0.1	2.0
		CNA560XL	1.6	<0.1	1.6	0.1	3.4
	Non-Jet	CNA172	0.6	0.2	0.5	0.3	1.5
		CNA208	0.7	<0.1	0.7	<0.1	1.5
		DHC6	0.6	0.0	0.5	<0.1	1.1
General Aviation Total			**7.3**	**0.5**	**7.1**	**0.7**	**15.6**
Military	***Jet***	C17	0.1	0.0	0.1	<0.1	0.3
		LEAR35	0.1	<0.1	0.1	0.0	0.2
	Non-Jet	C130AD	<0.1	0.0	<0.1	0.0	<0.1
Military Total			**0.3**	**<0.1**	**0.3**	**<0.1**	**0.6**
Grand Total for all Tower Categories			**884.0**	**131.3**	**906.6**	**108.7**	**2,030.6**

Sources: DFW NOMS, FAA OPSNET, FAA Terminal Area Forecast, HMMH 2025 analysis
Note: Totals may not match exactly due to rounding. ANP: Aircraft Noise Performance

4.4.4.2 Aircraft Stage Length and Operational Profiles

Within the AEDT database, aircraft departure profiles are defined by a range of trip distances identified as "stage lengths." Higher stage lengths (longer trip distances) are associated with heavier aircraft due to the increase in fuel requirements for the flight. **Table 4-7** provides the stage length classifications by their associated trip distances and **Appendix D** presents the modeled stage length distribution by AEDT aircraft type, developed from the NOMS data. Typically, widebody aircraft which operate on long haul routes have the highest stage lengths. Many smaller aircraft have only a stage length one profile defined in the AEDT database. AEDT includes standard flight procedure data for each aircraft that represents each phase of flight to or from the airport. Information related to aircraft speed, altitude, thrust settings, flap settings, and distance are available and used by AEDT to calculate noise levels on the ground. Standard aircraft departure profiles are supplied from the runway (field elevation) up to 10,000 feet above ground level (AGL).

Aircraft arrival profiles are supplied from 6,000 feet AGL down to the runway including the application of reverse thrust and rollout.

Table 4-7. AEDT Stage Length Categories

Category	Stage Length (nmi)
1	0-500
2	500-1000
3	1000-1500
4	1500-2500
5	2500-3500
6	3500-4500
7	4500-5500
8	5500-6500
9	6500+

Sources: HMMH 2025

4.4.4.3 Runway End Utilization

Runway end utilization refers to the percent of time that a particular runway end is used for departures or arrivals. It is a principal element in the definition of the noise exposure pattern. Aircraft normally will take off and land into the wind. Proportional use of a runway is based largely on conditions of wind direction and velocity and the length of the runway. However, runway end utilization can also be affected by aircraft type, type of activity, and if applicable any airport runway use plans.

DFW has seven runways: four on the east airfield and three on the west airfield. Aircraft typically arrive on the outermost main north/south runways as well as some of the outboards and depart on the innermost runways main north/south runways (inboards). Historic data shows that DFW operates in one of two main operating configurations—south flow (departing to the south and arriving from the north) approximately 70 percent and north flow (departing to the north and arriving from the south) approximately 30 percent.

Although calendar year 2024 runway utilization data was available, the noise analysis for this EA used runway utilization for a recent 12-month period without any extended runway closures [October 2021 through September 2022, fiscal year (FY) 2022] to reflect typical annual runway use. This is because DFW has had several runway reconstruction projects in the past two years, with the latest completed in October 2024. **Table 4-8** summarizes the modeled Existing Condition runway use. The outboard runways (Runways 17L/35R, 13R/31L and 13L/31R) are open daily until 11.00 p.m. Nighttime runway utilization reflects the predominant use of the main parallel runways for arrivals and departures.[3] Long haul departure flights, greater than Stage Length 5, for example widebody aircraft such as the 747s , 777s, 787s, A380s and A350s were limited to the four long parallel runways for departures to provide sufficient runway length.

[3] Per FAA, nighttime operations are defined as 10:00 p.m. to 6:59 a.m. in the calculation of DNL.

Table 4-8. Runway Use Percentages, Existing Condition

Runway	Day Arrivals	Night Arrivals	Day Departures	Night Departures
13L	<1%	--	<1%	<1%
13R	4%	<1%	<1%	--
17C	27%	32%	<1%	1%
17L	11%	1%	<1%	--
17R	<1%	7%	39%	32%
18L	<1%	4%	31%	30%
18R	28%	25%	<1%	7%
31L	<1%	--	<1%	<1%
31R	1%	<1%	<1%	--
35C	11%	14%	<1%	<1%
35L	<1%	3%	16%	14%
35R	5%	<1%	<1%	--
36L	12%	11%	<1%	3%
36R	<1%	1%	14%	12%
Total	**100%**	**100%**	**100%**	**100%**

Sources: DFW NOMS FY2022, HMMH 2025

4.4.4.4 Flight Tracks

The FAA has established routes for aircraft arriving and departing from DFW. Flight tracks represent the path along the ground over which aircraft generally fly. Flight tracks modeled for the existing conditions are shown in **Appendix D**, Figure 3.3 (Arrival Tracks) and Figure 3.4 (Departure Tracks).

4.4.4.5 Existing Noise Exposure Contours

The DNL contours shown in **Figure 4-3** show the annual noise exposure pattern at DFW for the existing conditions. Noise contours are presented for the 65 DNL, 70 DNL, and 75 DNL. DNL contours are a graphic representation of how the noise from DFW's average annual daily aircraft operations is distributed over the surrounding area. The size and shape of the noise exposure contours are reflective of the south and north flow at DFW. Noise contour patterns extend from DFW along each extended runway centerline, reflective of the flight tracks used by all aircraft. The relative distance of a contour from DFW along each route is a function of the frequency of use of each runway end for total aircraft arrivals and departures, and the type of aircraft assigned to the respective runways. On the north side, the contours extend off DFW property over noise-compatible land use and, on the south side, the contour lobes remain on airport property. A separate area of the 65 DNL contour extends slightly off airport property over noise-compatible land use north and south of Runway 17L/35R. The 70 DNL contour for the Existing Condition does not extend off DFW property.

Table 4-9 provides estimates of the total area split between on-airport and off-airport areas exposed to aircraft noise of at least 65 DNL for the Existing Condition.

Approximately 12.05 square miles of land fall within the Existing Condition 65 DNL or higher noise exposure area. Of the total land area, approximately 0.60 square miles exposed to 65 DNL or higher is located off-Airport (the remaining 11.45 square miles are located on DFW property).

Table 4-9. Estimated Land Area within the Existing Condition 65 DNL Contour

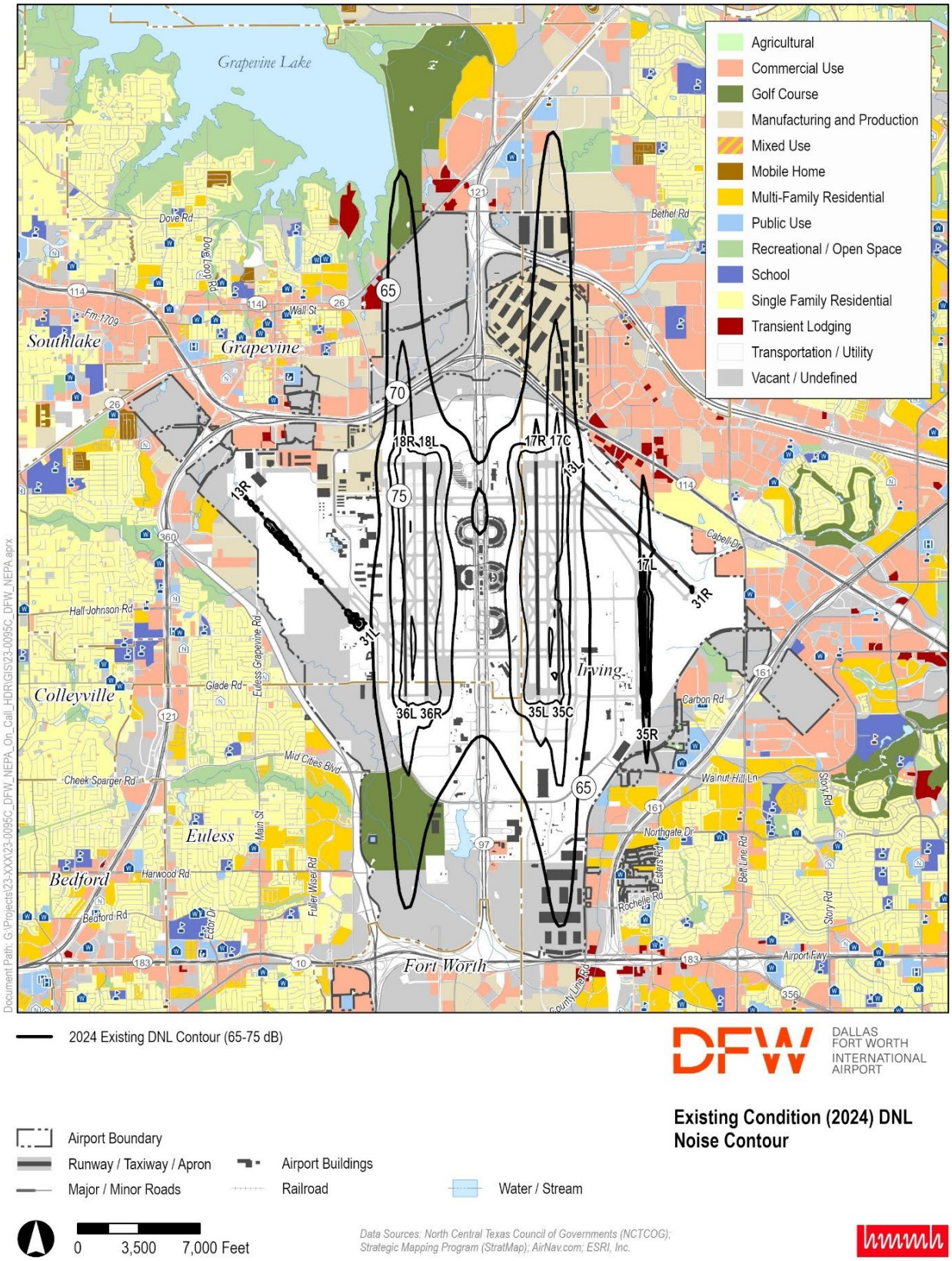
Contour Range	Airport Property Estimated Land Area (sq mi)	Non Airport Property Estimated Land Area (sq mi)	Total Estimated Land Area (sq mi)
DNL 65-70 dB	6.98	0.55	7.52
DNL 70-75 dB	2.22	0.05	2.27
DNL 75+ dB	2.25	0.00	2.25
Total	**11.45**	**0.60**	**12.05**

Source: HMMH 2025

4.4.4.6 Noise Compatible Land Use

There are no schools, churches, nursing homes, hospitals, or libraries within the Existing Condition 65 DNL or greater contours. Furthermore, there are no single family, multifamily, or manufactured housing within the Existing Condition 65 DNL contours.

Figure 4-3. Existing Condition Noise Exposure Contours with Land Use



4.5 Water Resources

4.5.1 Surface Water and Stormwater Treatment

4.5.1.1 Regulatory Background

The Federal Water Pollution Control Act of 1948, as amended in 1972, known as the Clean Water Act (CWA), was enacted to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. The CWA established a federal permitting system to regulate discharges into the waters of the United States (WOTUS), certify the protection of water quality, implement and enforce the National Pollutant Discharge Elimination System (NPDES) program, and identify and characterize impaired water bodies that do not meet, or are not expected to meet, water quality standards. The TCEQ's 2024 Integrated Report for CWA Sections 303(d) and 305(b) characterizes the quality of Texas surface waters and identifies those waters that do not meet water quality standards on the Section 303(d) list, an inventory of impaired waters.

4.5.1.2 Existing Conditions

Surface water runoff on DFW Airport flows into one of six sub-watersheds (Hackberry Creek, South Hackberry Creek, Estelle Creek, Grapevine Creek, Bear Creek, or Cottonwood Creek) or directly into two larger watersheds (West Fork Trinity River or Elm Fork Trinity River). Field surveys of WOTUS have been conducted on a large portion of DFW property. These field surveys have identified jurisdictional waters, tributaries, man-made drainage channels, ponds, and potential wetlands on various portions of DFW's property. No tributaries, wetlands, or waterbodies were identified in the proposed project areas of disturbance. One freshwater stream, Grapevine Creek (Segment 0822B_01) located to the north and northeast of the proposed project, is listed on the TCEQ Section 303(d) list (TCEQ 2024). The water quality management practices implemented for Grapevine Creek over the past few years have resulted in a change in the impairment listing from Category 5 (full TMDL) to Category 4, which means the water quality measures were effective in resolving the impairment and the management strategies will help maintain good water quality.

Drainage on DFW Airport is directed to stormwater collection pipes and storm drains. The stormwater management system also includes infiltration trenches, detention basins, type-D inlets, and oil-water separators. Additionally, DFW operates a stormwater pretreatment collection system and retreatment facility for stormwater associated with industrial activities—the first-flush stormwater discharge from the fuel farm, aircraft parking aprons, gates, hangars, operations and maintenance facilities, and vehicle parking lots. The first-flush stormwater is directed by diverter boxes to the on-site pretreatment facility. After pretreatment, stormwater is conveyed to the Trinity River Authority Central Plant in Irving, Texas, although there is an option to discharge to Bear Creek.

SECTION 5.0 ENVIRONMENTAL CONSEQUENCES

The potential environmental impacts resulting from the construction and operation of the reasonable alternatives and measures taken for mitigation of these effects are presented in the following section of this Final EA (**Section 5.0**). The following alternative scenarios are examined:

- NAA, which assumes the proposed project would not be implemented at DFW, and
- Proposed Action Alternative, which is the sponsor's preferred alternative runway rehabilitation project, as detailed in **Section 3.3**.

5.1 Air Quality

Per FAA Order 1050.1, the threshold for significance for air quality impacts is defined as when "*the action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the USEPA under the CAA, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations*." Because the Proposed Action is in a Severe Nonattainment area for O_3, the FAA is required under the CAA General Conformity regulation to ensure that the action conforms to the applicable SIP. If the analysis of project-related air emissions is equal to or exceed the NOx and VOC *de minimis* thresholds established under the CAA, a General Conformity determination would be required to demonstrate conformity with the SIP. Conversely, if project-related emissions are below *de minimis* thresholds no further analysis would be required under NEPA and the CAA.

5.1.1 No Action Alternative

Under the NAA, DFW would not implement the Proposed Action. The NAA would not involve any construction activities; therefore, there would be no project-related construction emissions. As such, there would be no additional air quality effects other than those currently produced through existing operational emissions. The NAA operational emissions are shown in **Table 5-1.**

Table 5-1. Estimated Operational Emissions Under the No Action Alternative

Year	Operational Category	NOx (tpy)	VOC (tpy)
2026	Aircraft	4,580.71	501.73
	GSE Landing-Take Off (LTO) cycle	32.57	24.58
	APU	131.40	9.99
	Total	**4,744.68**	**536.29**
2027	Aircraft	4,713.17	508.72
	GSE LTO-cycle	28.63	21.17
	APU	133.23	10.34
	Total	**4,875.03**	**540.22**

Source: HMMH 2025
Note: Estimated emissions shown in **Table 5-1** are based on construction operations in 2026 and 2027.
tpy: tons per year.

5.1.2 Proposed Action Alternative

The Proposed Action emissions would be from construction activities as well as aircraft taxiing operations. Pollutant emissions expected from the project include NOx and VOCs (ozone precursors), and criteria air pollutants such as Pb, O_3, CO, NOx, $PM_{2.5}$, PM_{10}, and SOx. The Dallas-Fort Worth metropolitan area is designated as attainment for all criteria pollutants except O_3, and as such this EA focuses on presenting emissions inventories for the ozone precursors, NOx and VOCs.

5.1.2.1 Construction-Related Emissions

The Proposed Action construction emissions were analyzed for anticipated construction years 2026 and 2027; **Table 5-2** shows the construction phasing and durations in each calendar year (see **Appendix B** for detailed construction emissions analysis). The Proposed Action would result in temporary air quality effects during demolition and construction activities. Greenhouse gases (GHGs), ozone precursor, and criteria air pollutant emissions would be generated from heavy-duty construction equipment activity, material hauling trips, and construction worker and vendor truck trips to and from the project areas. Construction emissions include both on-road mobile and off-road source categories. Mobile source exhaust and fugitive dust emissions would be generated from on-road vehicles and construction equipment. Fugitive VOC emissions would be generated by asphalt drying.

Table 5-2. Proposed Action Phasing and Estimated Construction Dates

Phase	Calendar Year and Project Activity	Estimated Start and End Dates	Duration (days)
Phase 1	**2026** - Relocate Runway Threshold (work on south end of Runway 18L/36R, south of Taxiway B)	05/01/2026 to 08/13/2026	60 days
Phase 2	**2026 -** Full Runway Closure	8/14/2026 to 12/31/2026	140 days
	2027 - Full Runway Closure	01/01/2027 to 04/30/2027	133 days

Source: DFW Airport Planning and Design Code and Construction Departments

A construction emissions inventory was prepared in accordance with the requirements outlined in the latest FAA Air Quality Handbook and Guidance Document (version 4), which provides both regulatory context and technical direction for completing airport-related air quality impact assessments. Construction emissions were modeled using the TCEQ Texas NONROAD version 2.5 (TexN2 Utility) and EPA's Motor Vehicle Emissions Simulator, version 5 (MOVES). **Table 5-3** shows the estimated construction emissions; the Proposed Action construction emissions are below the *de minimis* threshold of 25 tons per year (tpy) for NOx or VOC.

The construction of the Proposed Action would also require the operation of up to three batch plants, two concrete and one for hot mix asphalt (HMA). Batch plants are stationary sources of air emissions permitted through the TCEQ New Source Review (NSR) permit program. The NSR permitting process is on-going and would be completed prior to the start of construction. The emissions from batch plant stationary sources permitted through

the NSR and Standard Permit (SP) programs are accounted for in the SIP and would not adversely impact the state's ability to comply with NAAQS.

Table 5-3. Summary of Estimated Construction Emissions for Proposed Action

Calendar Year	Source of Project Emissions	NOx (tpy)	VOC (tpy)
2026	On-road vehicle	7.83	0.72
	Non-road vehicle emissions	6.41	3.41
	Fugitive emissions	-	2.54
	2026 Total	**14.24**	**6.68**
2027	On-road vehicle	5.22	0.48
	Non-road vehicle emissions	4.27	2.27
	Fugitive emissions	-	1.70
	2027 Total	**9.49**	**4.45**

Source: HDR, 2025.
Note: Estimated emissions shown in **Table 5-3** are based on construction operations in 2026 and 2027.

5.1.2.2 Operational-Related Emissions

The Proposed Action is expected to result in changes in aircraft operational emissions as result of temporary changes in aircraft taxi times during construction. Due to the closure of Runway 18L/36R, departing aircraft would need to use other DFW runways, thus slightly changing the taxiing times and fuel burn. **Table 5-4** provides the operational emissions by category, by year.

Table 5-4. Estimated Total Operational Emissions including the Proposed Action

Year	Operational Category	Pollutant (tons per year)	
		NOx	VOC
2026	Aircraft	4,610.97	513.17
	GSE LTO	32.57	24.58
	APU	131.40	9.99
	Total	**4,774.94**	**547.73**
2027	Aircraft	4,746.06	520.40
	GSE LTO	28.63	21.17
	APU	133.23	10.34
	Total	**4,907.92**	**551.91**

Source: HMMH 2025 (Aircraft Emissions Analysis)

Under the Proposed Action, typical DFW operations would continue; however, the closure of Runway 18L/36R would result in temporary changes in runway utilization and taxiing times. As previously noted, **Table 5-1** shows the NAA estimated emissions; and **Table 5-4** shows the estimated emissions associated with the typical operations in addition to the proposed runway closure. As shown in **Table 5-4**, aircraft operational emissions increase slightly when the runway is closed, this is because aircraft must taxi further to reach the terminals or the available runways. **Table 5-5** shows a comparison of the estimated operational emissions with and without the implementation of the Proposed Action.

Table 5-5. Project-Related Change in Operational Emissions

Year	Alternative	Pollutant (tons per year)	
		NOx	VOC
2026	Total Operational Emissions including Proposed Action (Table 5-4)	4,774.94	547.73
	NAA Total Operational Emissions (Table 5-1)	4,744.68	536.29
	2026 Net Change in Operational Emissions (Proposed Action)	**30.26**	**11.44**
2027	Total Operational Emissions including Proposed Action (Table 5-4)	4,907.92	551.91
	NAA Total Operational Emissions (Table 5-1)	4,875.03	540.22
	2027 Net Change in Operational Emissions (Proposed Action)	**32.89**	**11.69**

Source: HMMH 2025 (Aircraft Emissions Analysis)

5.1.2.3 Total Project-Related Emissions

Construction and operational activities would contribute 44.50 tpy NOx and 18.11 tpy VOCs in 2026 and 42.38 tpy NO_X and 16.14 tpy VOCs in 2027. In both 2026 and 2027, the total project-related NOx emissions exceed the *de minimis* threshold of 25 tpy (**Table 5-6**).

Table 5-6. Estimated Total Proposed Action Emissions

Calendar Year	Emissions Category	NOx (tpy)	VOC (tpy)
2026	On-Road Construction	7.83	0.72
	Non-Road Construction	6.41	3.41
	Fugitives Construction	-	2.54
	Aircraft Operations	30.26	11.44
	Total Construction and Operational Emissions	**44.50**	**18.11**
2027	On-Road Construction	5.22	0.48
	Non-Road Construction	4.27	2.27
	Fugitives Construction	-	1.70
	Aircraft Operations	32.89	11.69
	Total Construction and Operational Emissions	**42.38**	**16.14**

Source: HDR, 2025 and HMMH, 2025.
Note: Numbers in **Table 5-6** are rounded to two decimal points.

Table 5-7 provides a comparison of the project-related NOx and VOC emissions to the applicable General Conformity *de minimis* thresholds. As shown in **Table 5-7** NOx emissions exceed the *de minimis* thresholds in 2026 and 2027. VOC emissions do not exceed the *de minimis* threshold of 25 tpy.

Table 5-7. Comparison of Project-Related Emissions to Severe O_3 *de minimis* Threshold

Year	Total Project Emissions		*De Minimis* Thresholds for Severe O_3 Nonattainment Areas		Are Project Emissions more than the *De Minimis* Thresholds?	
	NOx	VOCs	NOx	VOCs	NOx	VOCs
2026	44.50 tpy	18.11 tpy	25 tpy	25 tpy	Yes	No
2027	42.38 tpy	16.14 tpy	25 tpy	25 tpy	Yes	No

Source: HDR, 2025 and HMMH, 2025

5.1.3 General Conformity Applicability

The General Conformity process is conducted in three phases: applicability, evaluation, and determination. The applicability phase included determining if the proposed federal action is located in an EPA-designated nonattainment or maintenance area regulated criteria pollutants. The evaluation phase requires estimating the annual project-related emissions and comparing them to the *de minimis* thresholds. If a project's net emissions are less than the *de minimis* levels, then the federal action is considered to be too small to adversely affect the air quality and is automatically considered to conform with the applicable SIP. If the project-related emissions exceed the *de minimis* threshold, then a formal General Conformity determination must be prepared.

The Proposed Project is located in a severe ozone nonattainment area; it is a federal action requiring FAA review and approval. FAA's decision through issuance of a FONSI or Record of Decision (ROD) must be preceded by a CAA General Conformity evaluation and determination. Total emissions associated with the Proposed Action were estimated using MOVES5, TexN2.5, and FAA's AEDT 3g. Although portions of the scope of the Proposed Project were routine maintenance listed on the FAA Presumed to Conform list, meaning that the *associated air emissions are low and do not cause or contribute to any new violation of the NAAQS or interfere with provisions contained in applicable SIPs*, other portions of the scope of work were not found on the list of actions that are presumed to conform. In accordance with the CAA General Conformity Rule, an applicability analysis was conducted to determine if emissions would be below or above the applicable *de minimis* thresholds.

General Conformity Determination

The Proposed Project emissions were compared to the *de minimis* threshold for the DFW ozone severe non-attainment area (25 tpy for NOx or VOCs). As shown in **Table 5-7,** the combined project-related construction and operational NOx emissions exceed the applicable *de minimis* threshold in 2026 and 2027. Therefore, in accordance with the General Conformity Rule, DFW, on behalf of FAA, prepared a Final GCD for the Proposed Project. The purpose of the Final is to document the results of the General Conformity applicability analysis, and to demonstrate that the emissions associated with the Proposed Action conform to the current SIP. The applicable SIP revision is the DFW portion of the *Dallas-Fort Worth and Houston-Galveston-Brazoria Serious Classification*

Reasonable Further Progress State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard (DFW 2008 Ozone NAAQS Serious RFP SIP Revision) adopted March 4, 2020, and approved by the EPA effective May 24, 2023 (88 FR 24693).

Per the General Conformity Rule, 40 CFR 93 Subpart B, one approach or criteria to demonstrate conformance with the applicable SIP is to *obtain a statement from the applicable state, tribal, or local air quality agency that the emissions from the action along with all other emissions in the area do not exceed the budget for those emissions in the implementation plan (see 40 CFR § 93.158(a))*. FAA and DFW met with the TCEQ Air Quality Division to discuss the Proposed Project and initiate the general conformity coordination process. On October 20, 2025, DFW and FAA submitted the Draft GCD and estimated project emissions to TCEQ for review. On December 4, 2025 DFW and FAA resubmitted the revised Draft GCD. TCEQ reviewed the Draft GCD and supporting data showing that the Proposed Action would result in NOx emissions exceeding the 25 tpy *de minimis* threshold in 2026 and 2027.

TCEQ compared the estimated project-related emissions with the overall excess creditable reasonable further progress (RFP) emissions reductions in the applicable SIP revision that would be available after (i) meeting the 2020 RFP emissions reduction target, (ii) establishing a motor vehicle emissions budget safety margin for transportation conformity (40 CFR §93.101), and (iii) accounting for previously proposed federal actions that relied on the current applicable SIP revision to demonstrate conformity. TCEQ confirmed that the maximum available excess emission reductions in the applicable SIP are 27.85 tons per day (tpd) for NOx and 17.10 tpd for VOCs (see **Table 5-8**). This accounts for previously submitted federal actions that relied on 40 CFR §93.158(a)(5)(i)(a) to demonstrate conformity with the DFW 2008 Ozone NAAQS Serious RFP SIP Revision.

On December 17, 2025, TCEQ provided a letter to FAA stating that TCEQ concurs that the Proposed Project conforms to the Texas SIP. The concurrence letter from TCEQ is included in **Appendix C.** The Draft GCD was also provided to the EPA Region 6 Office and on March 6, the EPA Region 6 Office's Infrastructure and Ozone Section reviewed and accepted the Draft GCD analysis with no comments or concerns. As required by the General Conformity Rule, DFW and FAA published the Draft GCD concurrently with the NEPA for 30 calendar days, from February 1 through March 3, 2026. One public comment and three agency comments were received. After the 30-day public comment period, DFW and FAA addressed public and agency comments and provided responses in **Section 6.0** (**Table 6-2**) and **Appendix C.**

As part of the ongoing agency General Conformity coordination, DFW, on behalf of FAA, submitted the Final GCD to TCEQ and on April 1, 2026, TCEQ responded accepting the Final GCD without revisions. Therefore, TCEQ's concurrence letter issued on December 17, 2025 remains unchanged and the proposed Runway 18L/36R Rehabilitation project conforms to the Texas SIP.

Table 5-8. Project-Related NOx Emissions

Emission Source	Annual Emissions (tpy)	Daily Emissions (tpd)	Available Excess Creditable RFP Emissions Reductions (tpd)
2026 Non-Road Mobile	36.67	0.100	27.85
2026 On-Road Mobile	7.83	0.021	
2027 Non-Road Mobile	37.16	0.102	17.10
2027 On-Road Mobile	5.22	0.014	

Source: HDR 2025, HMMH 2025, and TCEQ 2025
Notes: The current applicable SIP is the 2020 Dallas-Fort Worth Serious RFP SIP Revision under the 2008 NAAQS. To calculate project-related daily emissions, the annual emissions can be divided by 365 days per year for example: 2026 Non-Road Emissions: 36.67 tpy divided by 365 days per year = 0.100 tpd NOx.

5.1.4 Mitigation

The Proposed Action will include construction and operational activities that will result in temporary air quality effects. Net emissions from the Proposed Action would temporarily exceed the NOx *de minimis* threshold of 25 tpy. As discussed in the Final GCD, the Proposed Action would not delay attainment of the ozone standard. TCEQ reviewed the Final GCD in accordance with the general conformity requirements established in *Title 40 Code of Federal Regulations (CFR) Part 93, Subpart B* and on December 17, 2025, TCEQ concurred with the Final GCD and informed FAA that the Proposed Action conforms to the Texas SIP. Specific measures to mitigate and reduce the NOx or VOC emissions, as precursors to ozone formation, would not be necessary.

All construction activities would be conducted in compliance with federal, state, and local, regulations, standards, and requirements. The Proposed Action would be constructed in accordance with the provisions of the current version of FAA AC 150/5370-10, Standard Specifications for Construction of Airports. Standard applicable engineering controls and best management practices (BMPs) would be implemented to reduce air quality effects. BMPs and measures that could be implemented to reduce pollutant emissions and minimize any temporary adverse effects on air quality include:

- Implementation of Dust Control Plan to reduce construction dust; control measures may include spraying water on dirt piles and streets/roads and reducing dust-generating activities in periods of high winds
- Use of onsite dumpsters for scrap metal from construction, repair, and demolition activities
- Use of the East Materials Management Site (East MMS) for onsite recycling or construction and demolition debris
- Limiting unnecessary idling times on diesel-powered engines
- Use of highly efficient off-road construction equipment

5.2 Hazardous Materials, Solid Waste, and Pollution Prevention

According to the FAA Order 1050.1 Desk Reference, the FAA has not established a significance threshold for hazardous materials, solid waste, or pollution prevention.

5.2.1 No Action Alternative

No impacts from hazardous materials and solid waste are expected as a result of the NAA, as no construction activities would occur. Therefore, there would be no hazardous materials or solid waste impacts not already occurring or expected to occur.

5.2.2 Proposed Action Alternative

5.2.2.1 Hazardous Materials

Construction activities associated with the Proposed Action are expected to include the short-term use of hazardous and non-hazardous materials and generation waste common to construction including reclaimed concrete, asbestos containing materials (ACM), concrete wash-out liquids, petroleum hydrocarbon-based fuels, lubricants, oils, paints, and cleaning solvents. These materials would be handled and stored in accordance with all applicable federal, state, or local regulations. DFW will comply with all federal, state, and local requirements regarding generation, handling, and disposing of any hazardous materials or waste produced during construction. DFW and designated contractors would conduct asbestos surveys or inspections and develop abatement plans in accordance with applicable regulations. Any ACM would be transported to permitted locations for disposal. As part of the DFW construction permitting process, DFW would require the project contractor to submit a detailed spill response plan and a detailed waste management plan, which would include the list of potential solid and hazardous wastes that would be generated during construction. Additionally, DFW would require the contractor to submit monthly detailed waste management reports and comply with all applicable regulatory requirements.

DFW maintains a Contaminated Media Management Plan (CMMP) that provides information and guidance on potential environmental concerns that may be encountered during the disturbance, excavation, and relocation of soils. The CMMP also includes the requirements for soil transfer, testing, on-site accumulation, storage, transportation, and disposal. All activities that involve disturbing or excavating soils will be performed in accordance with the CMMP and other applicable requirements.

5.2.2.2 Solid Waste

Solid waste would be generated from construction and demolition activities associated with the proposed runway rehabilitation project. The Proposed Action would neither generate an unmanageable volume of solid waste nor affect DFW's existing solid waste management program. This solid waste would be disposed of in compliance with all applicable regulations. Waste management and disposal facilities are available in the Dallas-Fort Worth area to accommodate the proper disposal of solid waste. There are several active, permitted landfills near the project site and DFW's environmental department maintains a list of approved disposal facilities to inform contractors, reduce uncertainty, and strengthen regulatory compliance.

Materials from demolition activities would be reused on the project, and any excess materials would be recycled at the DFW East Materials Management Site (EMMS). **Table 5-9** lists the type of solid waste, its method of disposal, and estimated quantity that would be generated by construction of the Proposed Project.

Table 5-9: Estimated Quantities of Potential Project-related Wastes, and Disposal Locations and Methods

Solid Waste	Disposal Location and Method	Estimated Quantity in Cubic Yards (CY) or Linear Feet (LF)
Concrete Washout	American Concrete Washout System	1,960 CY
Lumber/Trash (Dumpster)	Landfill	1,050 CY
Broken Concrete Debris	Recycled at EMMS	54,683 CY
Broken Asphalt Debris	Recycled at EMMS	10,693 CY
Broken CTB Debris	Recycled at EMMS	2,765 CY
Pavement Marking Waste	Landfill	150 CY
Dirt/Tops Soil	Recycled at EMMS	5,000 CY
Mastic (Black) on Concrete Pipe	Landfill	247 LF

Source: DFW DCC, 2026

5.2.2.3 Pollution Prevention

A Spill Prevention, Control, and Countermeasures (SPCC) Plan would be developed to document the measures that will be taken to prevent accidental release of any hazardous or regulated substances to the environment. In the event of a release, the SPCC would also include the corrective actions that would be deployed to minimize the environmental impact. Furthermore, appropriate materials management measures would be followed to prevent pollution and to minimize the use and manage disposal of hazardous and non-hazardous substances. With these measures, no significant impacts related to hazardous materials would occur as a result of the Proposed Action.

5.2.3 Mitigation

No significant impacts related to hazardous materials or solid waste would occur as a result of the Proposed Action because the Proposed Action would not have the potential to violate applicable laws and regulations; does not involve a site listed on the NPL; does not produce an appreciably different quantity or type of hazardous waste; does not generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would not exceed local capacity; or does not adversely affect human health and the environment.

DFW will comply with all federal, state, and local requirements with regard to generation, handling, and disposing of any waste produced during the construction of the proposed project. As part of the DFW Airport construction permitting process, DFW Airport will require all contractors to submit detailed soil management and waste management plans and abide by those plans along with all applicable regulatory requirements. The contractor will develop a waste management plan and any contaminated media encountered during the construction of the Proposed Action will be handled in accordance with the CMMP. All activities that involve disturbing or excavating soils will be performed in accordance with all federal, state, and local regulations.

If the Proposed Action requires handling of ACM, the asbestos abatement activities will be monitored by an Asbestos Inspector licensed by the Texas Department of State Health

Services (DSHS) to aid identification methods and procedures. The construction contractor would take appropriate measures to prevent, minimize, and control spills and release of hazardous materials in the construction staging yards and throughout the project area. Special provisions and contingency language would be included in the project's construction plans and specifications to manage hazardous materials and/or petroleum contaminated media according to applicable federal, state, and local regulations.

The Proposed Action would not have a significant impact on solid waste collection, landfill capacity, and waste disposal operations; therefore, mitigation is not required.

5.3 Noise and Noise Compatible Land Uses

According to FAA Order 1050.1G, the significance determination for noise is presented in the following statement: *The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the NAA for the same timeframe. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. The determination of significance must be obtained through the use of noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix A of 14 CFR Part 150. Compatible or non-compatible land use is determined by comparing aircraft DNL value at the site to the values in the FAA Part 150 land use compatibility guidelines.*

5.3.1 Noise Analysis

A noise exposure analysis was conducted to determine the potential noise effects of the Proposed Action. Noise contours and a grid point analysis were used to determine average annual DNL at locations around DFW. The noise analysis compared the NAA and Proposed Action using FAA's thresholds of significance (*a noise increase of at least 1.5 dB in the DNL 65 dB noise exposure contour).*

Aircraft noise levels were evaluated and compared between the future construction period NAA and Proposed Action (2026 and 2027) to determine the effect of the shift in runway utilization during the closure. The noise analysis was prepared using existing and forecast operational data for DFW and AEDT Version 3g in compliance with FAA Order 1050.1 and FAA Order 5050.4B.

5.3.1.1 Forecast and Aircraft Activity Levels

The Proposed Project is expected to be completed in two construction phases. Phase 1 includes all the preparation work, contractor mobilization, and the temporary relocated threshold of Runway 36R, maintaining approximately 9,273 feet of usable runway length. Phase 2 involves the reduced full runway closure. Both Phase 1 and 2 are the subject of this noise analysis. Together, Phase 1 and Phase 2 cover 12 months from May 2026 to April 2027 and are split as follows:

- Phase 1 – Runway 36R end closure – May 1, 2026 through July 31, 2026 (3 months)

- Phase 2 – Full Closure of Runway 18L/36R – August 1, 2026 to April 30, 2027 (9 months)

On August 15, 2025 DFW submitted an operational activity forecast to FAA for review; FAA approved the operational activity forecast on September 17, 2025 (**Appendix A**). The forecast operations are based on the FAA's 2024 Terminal Area Forecast (TAF) issued in January 2025. The forecast included detailed operations tables for AEDT noise and emissions modeling for calendar years 2026 and 2027. The NAA and Proposed Action Alternative assume the same level of operations for both scenarios because the Proposed Action is a runway rehabilitation project that does not alter the length of the runway or its expected use in the future. **Table 5-10** summarizes the annual operations for 2024, 2026, and 2027. The Existing Conditions 2024 operations represent the baseline and are included for comparison purposes. The fifth column of the table shows the operations for the 12-month construction period, calculated by combining eight months of 2026 and four months of 2027.[4] The final column presents the same data, divided by the number of days in the year to obtain the AAD operations. Further details on the forecast development can be found in **Appendix A**.

Table 5-10. Forecast Operations for Noise Model Input

Aircraft Category	2024 Existing Condition	NAA and Proposed Action Alternative		12 Month Construction Period (May 2026 April 2027)	
		2026 Forecast	2027 Forecast	Annual Operations	Average Daily Operations
Air Carrier Cargo	16,573	26,727	28,189	27,214	74.6
Air Carrier Passenger	705,825	773,887	794,319	780,698	2,138.9
Air Taxi Cargo	4,290	4,676	4,738	4,697	12.9
Air Taxi Passenger	10,580	11,584	11,693	11,620	31.8
General Aviation	5,724	6,233	6,252	6,239	17.1
Military	211	197	197	197	0.5
Total	**743,203**	**823,304**	**845,388**	**830,665**	**2,275.8**

Sources: DFW NOMS 2025, FAA OPSNET 2025, HMMH 2025

The 830,665 annual operations translate to 2,275.8 AAD operations to be modeled for both the No Action and Proposed Action noise analysis. **Table 5-11** provides the representative aircraft and engine combinations and the number of average daily operations that were modeled in AEDT for the Future (2026/2027) NAA and Proposed Action Alternative.[5] The future AAD forecast includes 2,275.8 operations per day, and assumed that 8.0 percent of the operations will occur during the DNL nighttime hours of 10:00 p.m. to 6:59 a.m. See **Appendix D** for the detailed methodology used to complete the noise modeling.

The trip length and operational profiles for the forecast (2026/2027) operations are the same for the Existing Conditions, NAA, and the Proposed Action Alternative because the

[4] May 2026 through April 2027
[5] The future fleet mix was developed from the DFW NOMS information used for the Existing Condition and a review of known aircraft fleet retirements.

Proposed Action is a runway rehabilitation project that does not alter the length of the runway or its expected use in the future (see **Appendix A)**. The aircraft fleet mix and operations by time of day are also provided in the Operations Memo in **Appendix A**.

Table 5-11. DFW Modeled AAD Aircraft Operations for the No Action and Proposed Action Alternatives

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Departures Day	Departures Night	Total AAD
Air Carrier Cargo	*Jet*	747400	3.5	1.8	3.5	1.8	10.5
		7478	0.9	0.7	1.1	0.6	3.3
		757PW	0.8	<0.1	0.8	0.1	1.8
		757RR	1.2	0.1	1.1	0.2	2.6
		7673ER	6.7	4.8	5.7	5.8	23.1
		777300	5.9	3.9	3.8	6.1	19.8
		A300-622R	2.5	0.2	2.3	0.4	5.4
		MD11GE	1.1	0.9	1.2	0.8	4.0
		MD11PW	1.0	1.0	1.3	0.8	4.0
Air Carrier Passenger	*Jet*	737700	19.2	3.0	20.3	1.8	44.4
		737800	202.4	28.8	210.2	21.0	462.4
		7378MAX	12.4	4.3	14.9	1.7	33.3
		747400	0.9	0.4	0.9	0.4	2.5
		7478	<0.1	0.3	0.2	0.1	0.6
		777200	5.8	0.8	6.2	0.3	13.0
		7773ER	6.9	<0.1	6.0	0.9	13.9
		7878R	7.7	3.5	11.1	<0.1	22.4
		7879	12.4	2.1	12.5	2.0	29.0
		A319-131	63.9	6.5	64.1	6.3	140.8
		A320-211	16.1	2.7	16.6	2.2	37.5
		A320-232	25.6	3.3	26.4	2.6	57.9
		A320-270N	30.4	12.2	31.2	11.4	85.2
		A321-232	195.1	35.4	203.9	26.5	460.9
		A330-301	0.8	<0.1	<0.1	0.8	1.7
		A330-343	0.4	0.0	0.4	<0.1	0.8
		A340-211	0.5	0.0	0.5	0.0	1.0
		A350-941	4.1	<0.1	3.3	0.9	8.4
		A380-841	0.9	<0.1	0.8	<0.1	1.8
	Regional Jet	CRJ9-ER	82.0	13.1	87.0	8.1	190.2
		EMB170	33.3	4.7	34.5	3.5	76.0
		EMB175	205.2	21.5	208.1	18.5	453.3
		EMB190	1.0	<0.1	1.0	<0.1	2.0
Air Carrier Total			950.5	156.2	981.2	125.6	2,213.5
Air Taxi Cargo	*Non-Jet*	1900D	1.0	<0.1	0.7	0.3	2.1
		CNA208	3.2	0.8	3.5	0.5	8.0

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Departures Day	Departures Night	Total AAD
		DHC6	0.7	<0.1	0.6	0.1	1.5
		SF340	0.4	0.2	0.6	<0.1	1.3
Air Taxi Passenger	*Jet*	CL600	0.9	<0.1	0.9	<0.1	2.0
		CNA55B	1.7	0.1	1.7	<0.1	3.7
		CNA560XL	1.0	<0.1	1.0	<0.1	2.0
		CNA680	2.7	0.2	2.7	0.1	5.7
	Regional Jet	CL600	0.7	<0.1	0.7	<0.1	1.4
		EMB145	0.7	<0.1	0.7	<0.1	1.3
		EMB14L	1.8	0.0	1.8	<0.1	3.6
	Non-Jet	CNA208	6.0	<0.1	5.9	0.2	12.1
Air Taxi Total			20.8	1.6	20.9	1.5	44.7
General Aviation	*Jet*	CL600	1.0	<0.1	1.0	<0.1	2.0
		CL601	2.2	0.1	2.3	<0.1	4.7
		CNA55B	1.1	<0.1	1.0	<0.1	2.2
		CNA560XL	1.8	<0.1	1.8	<0.1	3.7
	Non-Jet	CNA172	0.7	0.2	0.6	0.2	1.7
		CNA208	0.8	<0.1	0.8	<0.1	1.6
	Non-Jet	DHC6	0.6	0.0	0.6	<0.1	1.2
General Aviation Total			**8.1**	**0.5**	**8.0**	**0.6**	**17.1**
Military	*Jet*	C17	0.1	0.0	0.1	<0.1	0.3
		LEAR35	<0.1	<0.1	0.1	0.0	0.2
	Non-Jet	C130AD	<0.1	0.0	<0.1	0.0	<0.1
Military Total			**0.3**	**<0.1**	**0.3**	**<0.1**	**0.5**
Grand Total			**979.6**	**158.3**	**1,010.3**	**127.6**	**2,275.8**

Sources: DFW NOMS 2025, FAA OPSNET 2025, HMMH 2025
Note: Totals may not match exactly due to rounding.

5.3.2 No Action Alternative

Under the NAA, the Proposed Project would not occur and there would be no changes to the typical runway use at DFW for 2026/2027. The aircraft fleet mix, runway end utilization, and flight tracks and use in 2026 and 2027 would be the same as the Existing Condition (see **Section 4.4.4** and **Appendix A**).

5.3.2.1 Noise Exposure Contours for the No Action Alternative in 2026 and 2027

Figure 5-1 shows the 12-month noise exposure contours for the NAA. Noise contours are presented for 65 DNL, 70 DNL, and 75 DNL. Under the NAA, the DNL contours extend away from DFW slightly further than the Existing Condition on both the north and south sides of the airport due to the expected increase in operations for 2026 and 2027. The 65 DNL contour also extends off airport property to the north and south of Runway 17L/35R; the 70 DNL contour does not extend off DFW property.

Table 5-12 provides estimated total area, on-airport area, and off-airport area exposed to aircraft noise of at least 65 DNL for the NAA. Approximately 13.95 square miles of land fall within the 65 DNL or higher noise exposure area. Of the total land area, approximately 1.01 square miles of land exposed to 65 DNL or higher, is located off-airport (the remaining 12.94 square miles are located on DFW property).

Table 5-12. Estimated Land Area within NAA Noise Exposure Contour

Contour Range	Airport Property Estimated Land Area (sq mi)	Non Airport Property Estimated Land Area (sq mi)	Total Estimated Land Area (sq mi)
DNL 65-70 dB	7.76	0.95	8.71
DNL 70-75 dB	2.66	0.06	2.73
DNL 75+ dB	2.52	0.00	2.52
Total	**12.94**	**1.01**	**13.95**

Source: HMMH 2025

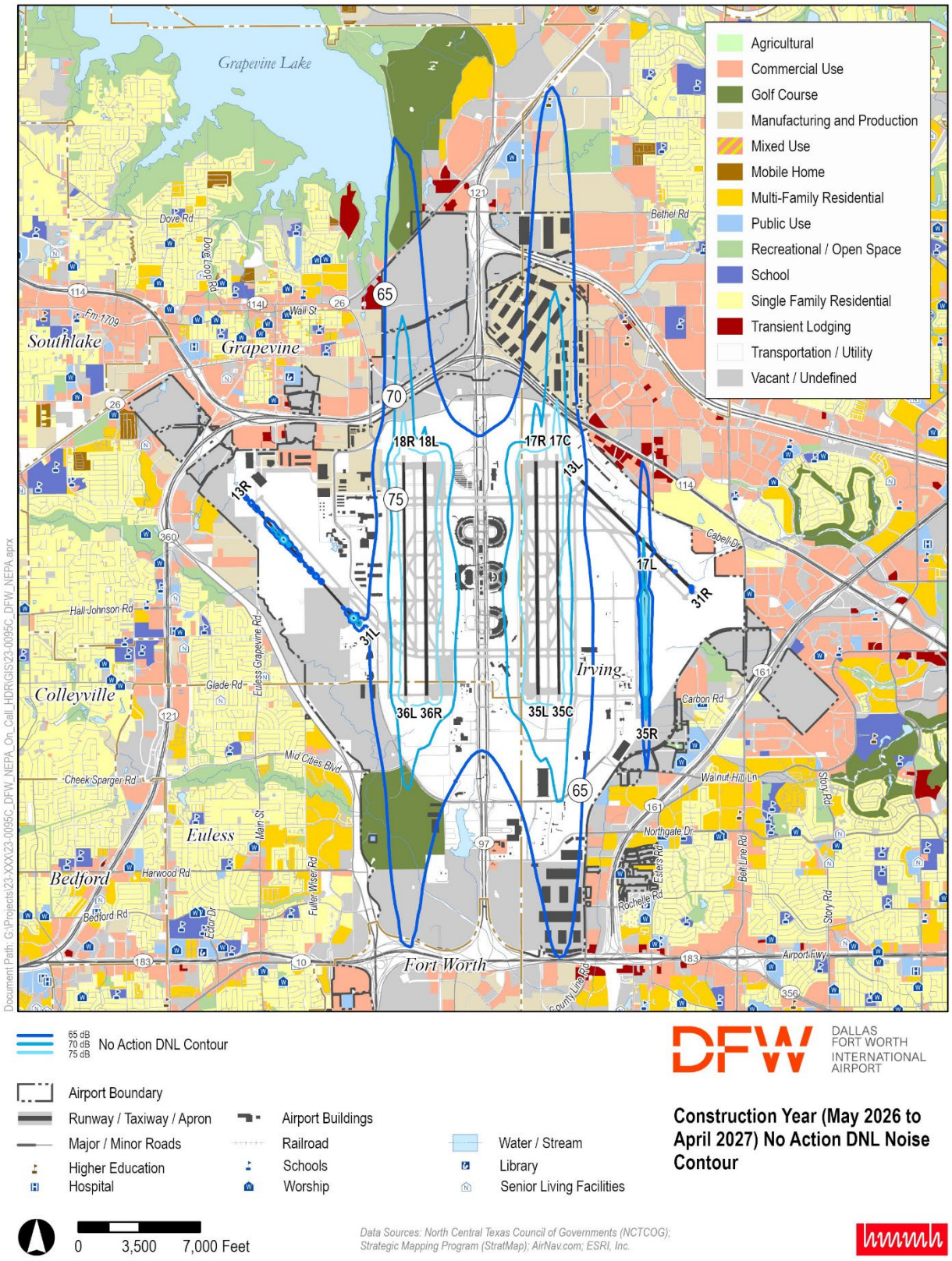
5.3.2.2 Noise Compatible Land Use for No Action Alternative

There is one school (community college) north of Runway 17C within the 65 DNL contour. There are no churches, nursing homes, hospitals, or libraries within any of the 65 DNL or greater contours. Furthermore, there are no single family, multifamily, or manufactured housing within the NAA 65 DNL contours (see **Figure 5-1**).

5.3.3 Proposed Action Alternative

As noted in **Section 4.4**, the Proposed Action Alternative is comprised of the rehabilitation of Runway 18L/36R and its shoulders, upgrades to the electrical systems and components, and a full asphalt overlay. The Proposed Action would cause temporary changes in runway use, during construction only. The proposed runway closure would potentially result in temporary changes in aircraft noise for some communities near the airport. One future construction year (2026/2027) was used to analyze the potential noise impacts based on the anticipated partial runway closure, full runway closure, and overall project schedule. As presented in **Section 5.3.1**, the Runway 18L/36R Rehabilitation is expected to be completed in two construction phases, over the 12-month period from May 2026 to April 2027.

Figure 5-1. No Action Alternative (2026/2027) Noise Contours with Land Use



5.3.3.1 Runway Utilization for Proposed Action Alternative

During Phase 1 (three months), the runway threshold for the Runway 36R end will be relocated 4,128 feet northward (to Taxiway WM) to allow continuing departure operations on the remaining 9,273 feet while the south end is under construction. Runway use for construction Phase 1 would be the same as the Existing Condition but with a few operations shifted proportionally to other runways.

Runway use for construction Phase 2 (full closure of Runway 18L/36R for nine months) was provided by DFW for arrivals and departures overall. During Phase 2, arrivals would shift mainly to Runways 17L/35R, 17C/35C, and 13R, while departures would shift to Runways 17R/35L, 18R/36L, and 31L. The study team used historical runway utilization data and the 2024 existing conditions runway use to determine the day and night percentages for Phase 2. **Table 5-13** presents the runway use percentages for each construction phase and for the 12-month construction period overall. **Appendix A** provides detailed runway utilization.

Table 5-13. Proposed Action Alternative Runway Utilization Percentages

Runway	During Construction Phase 1				During Construction Phase 2				Combined (12 Month)			
	Day Arr	Night Arr	Day Dep	Night Dep	Day Arr	Night Arr	Day Dep	Night Dep	Day Arr	Night Arr	Day Dep	Night Dep
13L	<1%	0%	<1%	<1%	0%	0%	0%	0%	<1%	0%	<1%	<1%
13R	4%	<1%	<1%	0%	11%	2%	0%	0%	9%	1%	<1%	0%
17C	27%	34%	<1%	1%	27%	50%	0%	0%	27%	43%	<1%	<1%
17L	11%	2%	<1%	0%	26%	5%	0%	0%	22%	3%	<1%	0%
17R	<1%	8%	39%	32%	0%	0%	59%	5%	<1%	3%	53%	8%
18L	0%	0%	31%	30%	0%	0%	0%	0%	0%	0%	9%	3%
18R	28%	26%	<1%	7%	7%	13%	11%	65%	12%	19%	8%	59%
31L	<1%	0%	<1%	<1%	0%	0%	7%	<1%	<1%	0%	5%	<1%
31R	1%	<1%	<1%	0%	3%	<1%	0%	0%	3%	<1%	<1%	0%
35C	11%	15%	<1%	<1%	11%	22%	0%	0%	11%	19%	<1%	<1%
35L	<1%	3%	16%	14%	0%	0%	0%	0%	<1%	2%	5%	2%
35R	5%	1%	<1%	0%	11%	2%	22%	0%	10%	2%	15%	0%
36L	12%	11%	<1%	3%	4%	6%	2%	30%	6%	8%	1%	27%
36R	0%	0%	14%	12%	0%	0%	0%	0%	0%	0%	4%	1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Sources: DFW NOMS 2025, FAA OPSNET 2025, HMMH 2025

5.3.3.2 Flight Tracks for Proposed Action Alternative

Flight track locations and percent utilization for the future (2026/2027) Proposed Action Alternative are expected to be the same as the Existing Condition (see **Section 4.4.4.4**).

5.3.3.3 Proposed Action Alternative Noise Exposure Contours

Figure 5-2 shows the calculated annual noise exposure at DFW for the Proposed Action Alternative 12-month construction period. Noise contours are presented for 65 DNL, 70 DNL, and 75 DNL. Under the Proposed Action Alternative, the DNL contours are similar in size but reflect the shifts in operations away from Runway 18L/36R while it would be under construction. The 65 DNL contour extends off airport property over non-compatible land use south of Runway 17L/35R. The 70 DNL contour for the Proposed Action Alternative includes no noise sensitive land use and does not extend off DFW property.

Table 5-14 provides the estimated total land area, on-airport area, and off-airport area within the 65 DNL noise exposure contour, under the Proposed Action Alternative. Approximately 14.08 square miles of land fall within the 65 DNL or higher noise exposure contours. Of the total land area, approximately 1.07 square miles exposed to 65 DNL or higher is located off-airport (the remaining 13.01 square miles are located on DFW property).

Table 5-14. Estimated Land Area within the Proposed Action Alternative Noise Exposure Contours

Contour Range	Estimated On Airport Land Area (sq mi)	Estimated Non Airport Land Area (sq mi)	Estimated Total Land Area (sq mi)
DNL 65-70 dB	7.76	1.02	8.78
DNL 70-75 dB	2.79	0.05	2.84
DNL 75+ dB	2.46	0.00	2.46
Total	13.01	1.07	14.08

Source: HMMH, 2025

5.3.3.4 Noise Compatible Land Use

There is one school (community college) north of Runway 17C within the 65 DNL contour. There are no churches, nursing homes, hospitals, or libraries within any of the contours. Furthermore, there are no single-family houses or manufactured housing within any of the Proposed Action Alternative (2026/2027) noise contours. There is one area south of Runway 17L/35R where the 65 DNL contour extends off airport property and over residential (multi-family) land use. This results in the exposure of 154 housing units (279 people) to 65 DNL or higher from the Proposed Action. This area would be exposed to higher DNL levels for approximately nine months during the full runway closure portion of the project (Phase 2). **Table 5-15** summarizes the residential population and housing units affected by noise levels exceeding 65 DNL for the Proposed Action Alternative (2026/2027) noise exposure contours.

Figure 5-2. Proposed Action Alternative (2026/2027) Noise Exposure Contours with Land Use

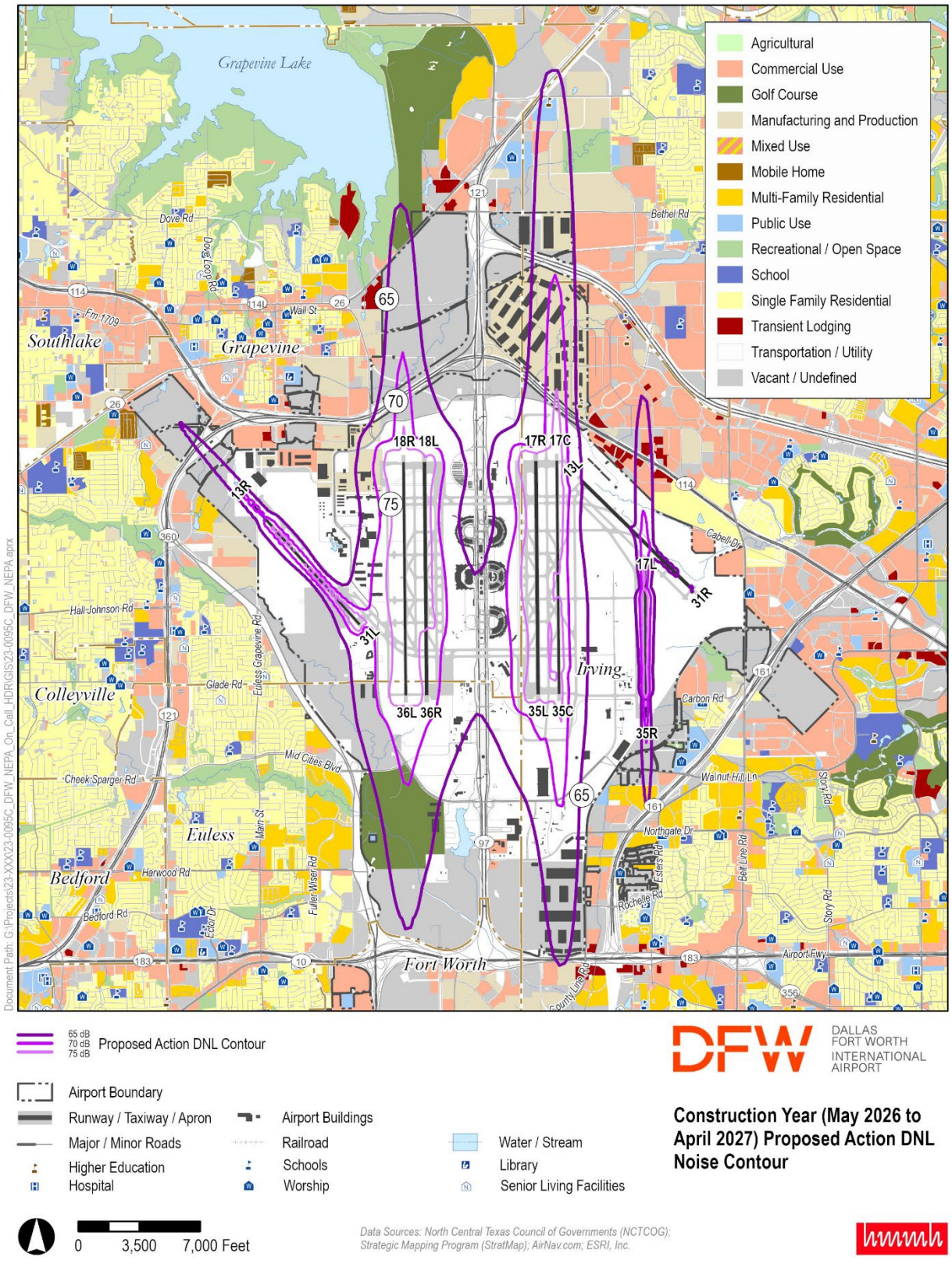


Table 5-15. Non-Compatible Land Use, Housing Units and Population– Comparison of Future Year (2026/2027) Alternatives

Category	Type	DNL 65 70 dB	DNL 70 75 dB	DNL 75+ dB
Housing	Single-Family	0	0	0
	Multi-Family	154	0	0
	Manufactured Housing	0	0	0
	Total Housing Units	154	0	0
Population	Single-Family	279	0	0
	Multi-Family	0	0	0
	Manufactured	279	0	0
	Total Population	0	0	0

Source: HMMH, 2025

5.3.4 Comparison Between the NAA and Proposed Action Alternative

Table 5-16 provides a comparison of the estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least 65 DNL for the NAA and Proposed Action Alternative. The noise exposure analysis results show a slight increase in both the on-airport and off-airport land areas due to the changes in runway utilization during the construction of the Proposed Action.

Table 5-16. Non-Compatible Land Use, Housing Units and Population– Comparison of Future Year (2026/2027) Alternatives

Alternative	Contour Range	Estimated On Airport Land Area (sq mi)	Estimated Non Airport Land Area (sq mi)	Estimated Total Land Area (sq mi)
NAA	DNL 65-70 dB	7.76	0.95	8.71
	DNL 70-75 dB	2.66	0.06	2.73
	DNL 75+ dB	2.52	0.00	2.52
	Total	**12.94**	**1.01**	**13.95**
Proposed Action	DNL 65-70 dB	7.76	1.02	8.78
	DNL 70-75 dB	2.79	0.05	2.84
	DNL 75+ dB	2.46	0.00	2.46
	Total	**13.01**	**1.07**	**14.08**
Difference (Proposed Action – NAA)	DNL 65-70 dB	0.00	0.07	0.07
	DNL 70-75 dB	0.12	-0.01	0.11
	DNL 75+ dB	-0.06	0.00	-0.05
	Total	**0.06**	**0.06**	**0.13**

Source: HMMH 2025

5.3.4.1 Proposed Action Alternative Non-Compatible Land Use Evaluation

Figure 5-3 shows the comparison between the NAA and Proposed Action Alternative DNL contours (i.e., the 65 DNL, 70 DNL, and 75 DNL contours). On the north side of the airport, the eastern contour lobes (associated with 17R/35L, 17C/35C and 17L/35R) extend further to the north under the Proposed Action Alternative, while the western contour lobe is smaller due to shifting operations away from Runway 18L/36R during construction activities. Similarly, on the south side of the airport, the changes in runway use would shift operations from Runway 18L/36R during the construction years; this would result in increases to the size of the eastern contour lobes and a reduction in noise on the western side of the airport. Expected construction period increases in the use of Runway 31L for departures and Runway 13R for arrivals would result in changes in noise on the northwest side of the airport.

The 65 DNL contour extended to the south and would encompass residential uses; these are not noise-compatible land uses, within the 65 DNL contour. There would be temporary noise impacts to the apartment buildings to the south of Runway 17L/35R during the construction period, with the largest increase during construction. The non-compatible uses located directly along the extended centerline of Runway 35R would be impacted as aircraft operations are temporarily shifted during the runway closure.

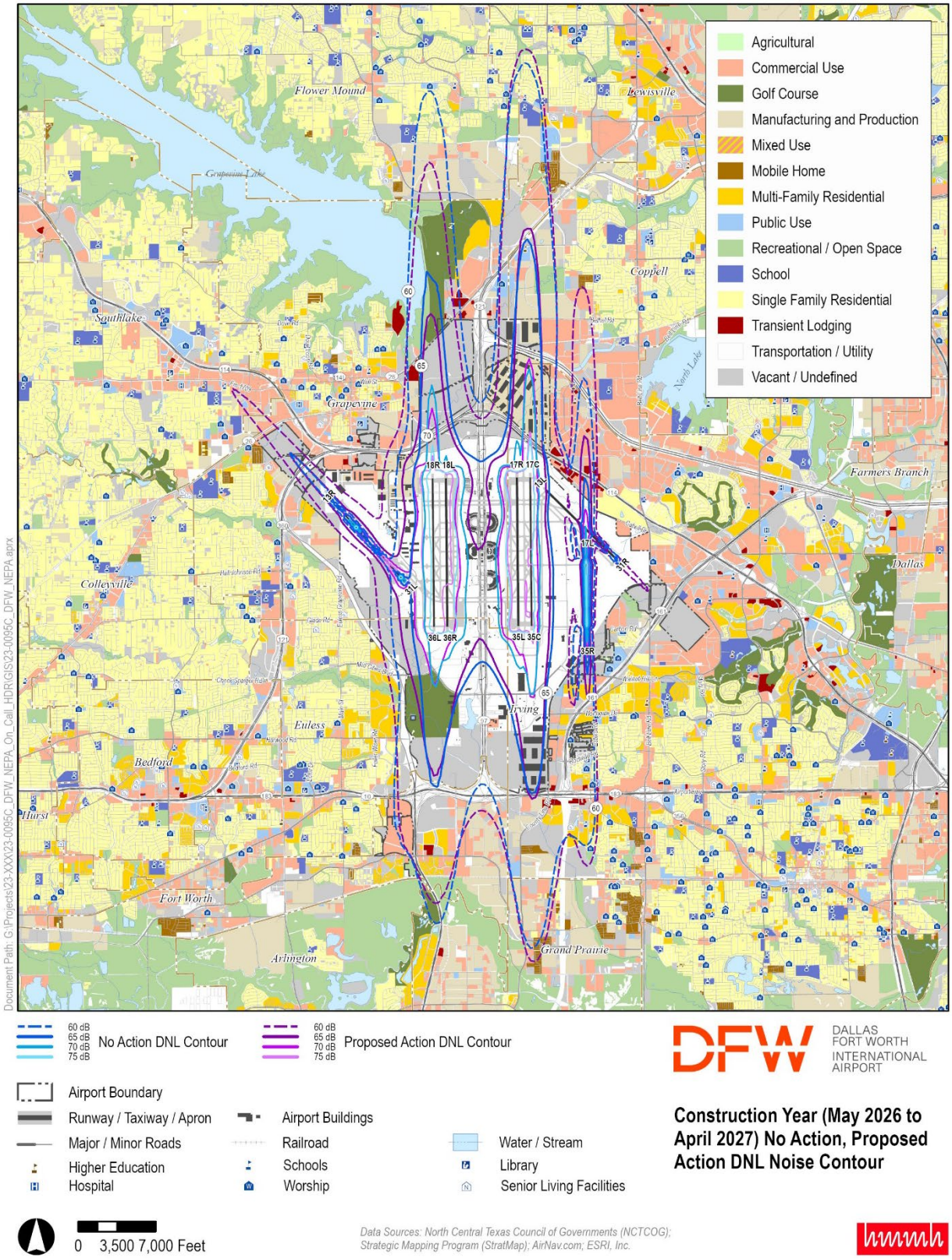
The analysis indicated that there are 154 multi-family residential units, with an estimated population of 279 people, that would be exposed to noise levels of 65 DNL or greater as a result of the Proposed Action. Comparisons of the residential population and housing units exposed to noise levels at or exceeding DNL 65 dB for the future (2026/2027) alternatives are provided in **Table 5-17.** There are no schools, churches, nursing homes, hospitals, or libraries within the 65 DNL or greater contours.

Table 5-17. Non-Compatible Land Use, Housing Units and Population– Comparison of Future Year (2026/2027) Alternatives

Alternative	Contour Range	Housing Units	Population	Non Airport Land Area (sq mi)	Total Land Area (sq mi)
NAA	DNL 65-70 dB	0	0	0	0
	DNL 70-75 dB	0	0	0	0
	DNL 75+ dB	0	0	0	0
	Total	**0**	**0**	**0**	**0**
Proposed Action	DNL 65-70 dB	154	279	0	0
	DNL 70-75 dB	0	0	0	0
	DNL 75+ dB	0	0	0	0
	Total	**154**	**279**	**0**	**0**
Difference (Proposed Action – NAA)	DNL 65-70 dB	154	279	0	0
	DNL 70-75 dB	0	0	0	0
	DNL 75+ dB	0	0	0	0
	Total	**154**	**279**	**0**	**0**

Source: HMMH 2025

Figure 5-3. Comparison of NAA and Proposed Action Alternative (2026/2027) Noise Exposure Contours



5.3.4.2 Proposed Action Alternative Grid Point Evaluation

The study team evaluated the change in noise using two different grids. The NSA grid was used to determine any significant changes within the 65 DNL contours or any reportable changes between 60 DNL and 65 DNL. The Secondary Study Grid was used to determine any reportable changes within the 45 DNL to 60 DNL contour.

A grid point evaluation covering the NSA evaluated any change between the 60 DNL to 65 DNL contours. Under the Proposed Action Alternative, one area with residential units, south of Runway 35R would experience changes in noise exposure during the construction of the Proposed Action.

5.3.4.3 Analysis of 1.5 dB Change Within the 65 DNL or Greater Noise Contour

The Proposed Action Alternative would cause short-term, temporary elevated noise levels during the construction period of approximately 12 months (3 months of partial runway closure and 9 months of full closure). The temporary noise increases resulting from construction of the Proposed Action Alternative would affect one multi-family development in the City of Irving, the Bridgeport Apartments. The apartment buildings, located directly along the extended centerline of Runway 35R, would be temporarily exposed to a significant increase in noise during the runway closure and construction activities. **Figure 5-4** uses color-coded grid points to indicate changes in noise levels between the NAA and Proposed Action Alternative. A significant change, as defined by the FAA criteria discussed in **Section 4.2.1** and shown in **Table 4-4** is an increase of 1.5 dB or more in DNL in areas within the 65 DNL contours. The green grid points on **Figure 5-4** represent areas of 1.5 dB decrease and the orange grid points represent areas of 1.5 dB increase due to the Proposed Action Alternative. Only one off-airport area meeting the significant change criteria is identified as a noise-sensitive land use; it is south of Runway 35R along that runway's extended centerline.

Figure 5-5 displays a closer view of the area south of Runway 35R where the Proposed Action Alternative 65 DNL contour extends over residential land use. The pink contour line identifies the area that would be exposed to levels greater than 65 DNL during the Proposed Action construction period. The grid points showing a noise increase of 1.5 dB or greater outside of the 65 DNL contour are not classified as significant because the DNL is less than 65 dB.

As shown in **Figure 5-6**, there are three additional off-airport areas with a potentially significant noise change; the orange or green dots indicate a change of 1.5 dB or more to an area within the 65 DNL contour. As indicated by green dots, a small area directly north of Runway 18L/36R would experience a decrease in noise of 1.5 dB or more within the 65 DNL contour. Those grid points are partially over airport property and partially over noise-compatible land use. As indicated by orange dots, the area directly north of Runway 17L/35R, would experience an increase in noise of 1.5 dB or more. This land is used for commercial purposes, so it is classified as noise compatible. The areas to the northwest of Runway 18R and to the southwest of Runway 36L also shows with orange dots, an increase in DNL of 1.5 dB or more. The areas are characterized as DFW Airport owned property and highway right-of-way; therefore, these areas are classified as noise compatible.

Figure 5-4. Area Exposed to Significant Noise Change (+/-1.5 dB) from the Proposed Action Alternative

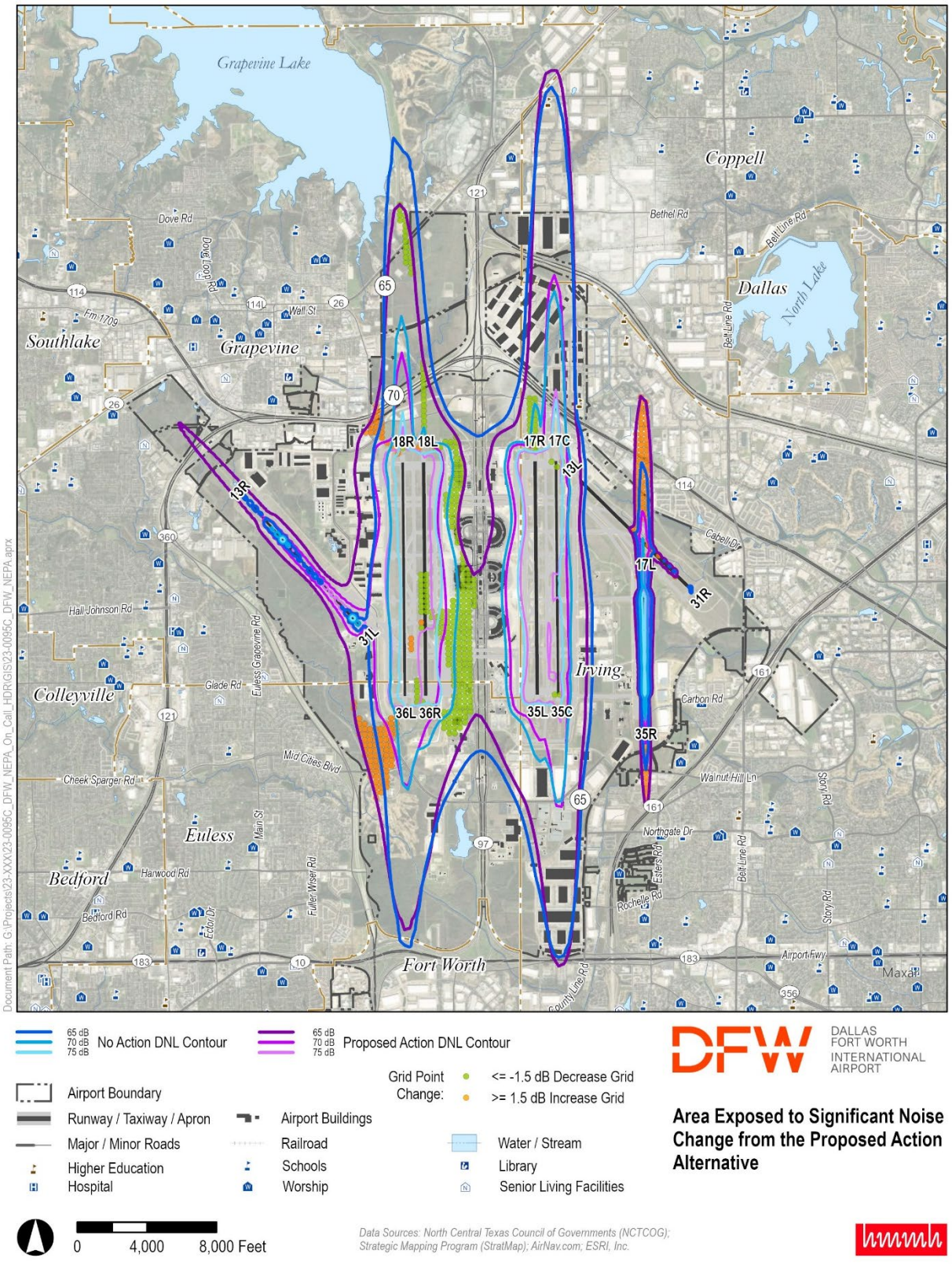


Figure 5-5. Noncompatible Land Use Areas Exposed to an Increase in Noise from the Proposed Action Alternative

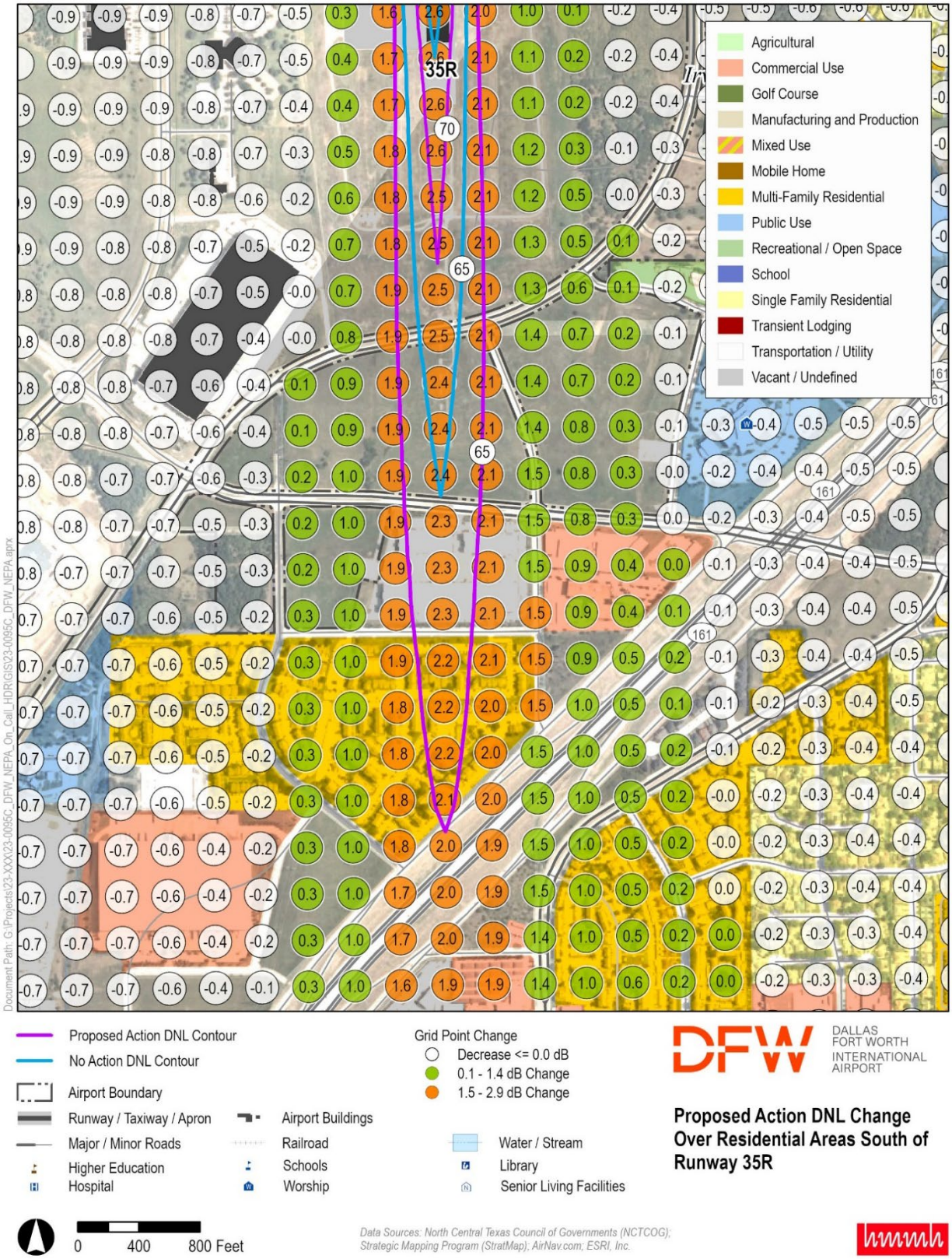
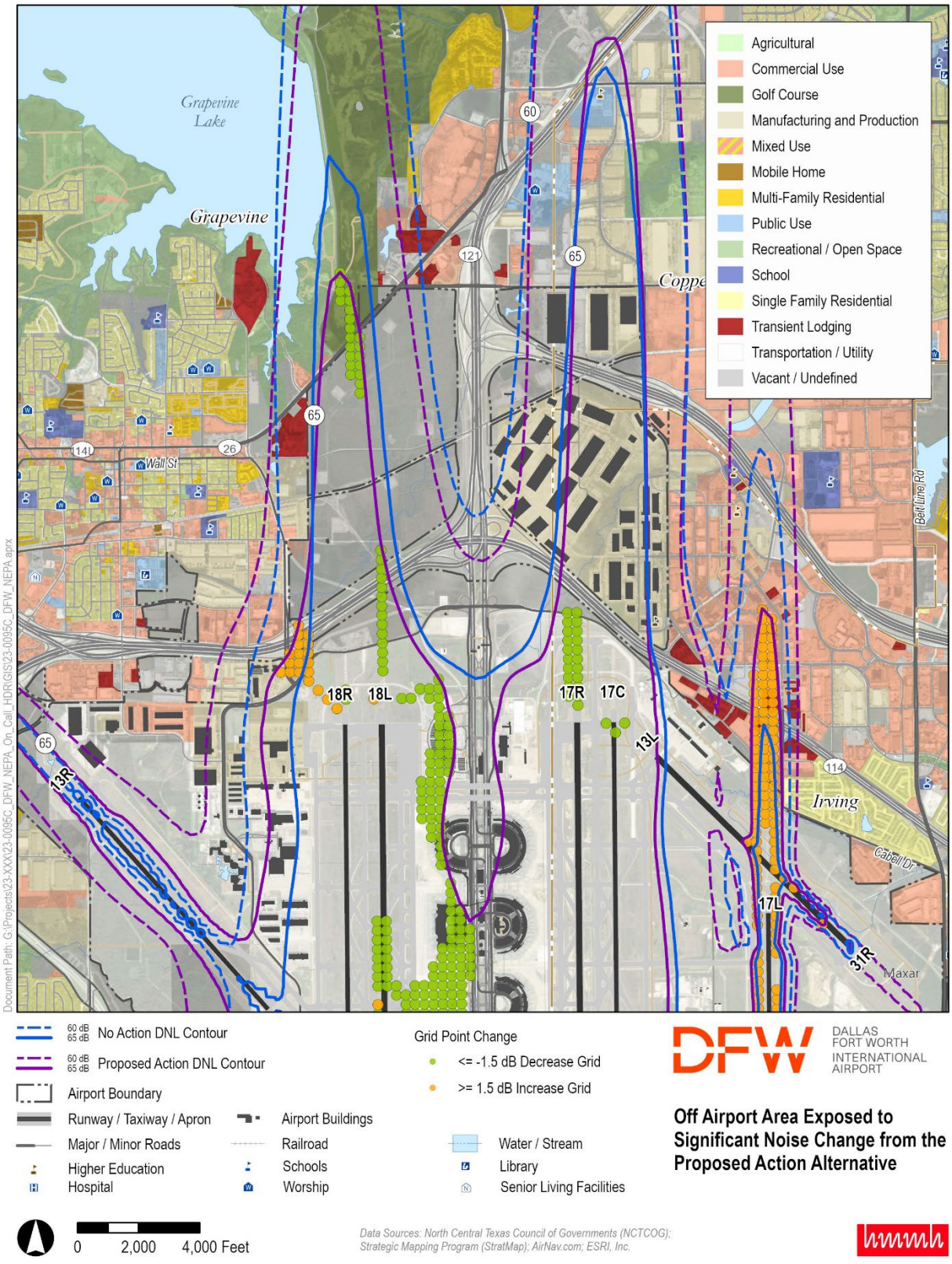


Figure 5-6. Compatible Land Use Areas Exposed to a Significant Change in Noise from the Proposed Action Alternative



5.3.5 Mitigation and Minimization

A significant noise impact would occur if the analysis showed that the Proposed Action would result in noise-sensitive areas experiencing an increase in noise of DNL 1.5 dB or more, at or above DNL 65 dB noise exposure when compared to the NAA for the same timeframe. As identified in **Section 5.2.1**, the Proposed Action Alternative results in three areas experiencing a significant noise increase. Two of these, the areas north of Runway 17L/35R and immediately northwest of Runway 18R, are compatible land uses; therefore, they are not considered significantly exposed. The other area located south of Runway 17L/35R extends over non-compatible multi-family residential buildings at the Bridgeport Apartments. Therefore, there would be a temporary significant noise impact due to the Proposed Action Alternative at this location. Residents would experience an increase in DNL (up to 2.2 dB) as aircraft operations are temporarily shifted during the full closure of Runway 18L/36R. Residents in the affected areas would be provided with mailings/utility bill inserts/flyers notifying them of the temporary closure of Runway 18L/36R and the proposed construction timeline.

The elevated noise levels under the Proposed Action Alternative would be short-term and temporary, limited to during the construction period. Because the Proposed Action Alternative is temporary, no long-term mitigation is required. DFW plans to mitigate the temporary noise increases through meeting with community leaders, city council members, and city managers, and by conducting community outreach specific to the affected residents. Notification of impacted communities will be done well in advance of the Proposed Action's start date. DFW plans to work with the apartment managers to provide letters of notification to each resident, by mail, or on each door prior to the start of the Proposed Action Alternative. The letters would describe the Proposed Action Alternative, the potential timeframe, and the temporary noise impacts due to the full closure of Runway 18L/36R. The affected community members will also be presented with the project information, its temporary effects on the residents, and the significant benefits this runway reconstruction project will yield to the community. DFW staff will request written acknowledgement from apartment residents.

DFW is both a technical stakeholder due to its role in the long-term planning for infrastructure improvements, and a non-technical stakeholder due to its role as a community partner. DFW will ensure that community members are informed of the temporary noise impacts well in advance of any project work or changes caused by the runway closure. DFW will maintain transparency in its dissemination of information related to the proposed runway closure. Additionally, the DFW Noise Compatibility personnel will provide project updates/briefings to the communities. The implementation of standard applicable engineering controls and BMPs will reduce any construction noise increases.

5.4 Water Resources

5.4.1 Surface and Stormwater Treatment

Consistent with FAA guidelines from the FAA Order 1050.1G (FAA, 2025) and FAA Order 1050.1 Desk Reference (FAA, 2023), this assessment was conducted with the primary aim of identifying the principal sources of water pollution and/or consumption connected with the construction and operation of the Proposed Project (FAA, 1985).

The FAA's significance threshold for surface water is presented in the following statement:

A significant impact exists if the action would: exceed water quality standards established by Federal, state, local, and tribal regulatory agencies; or contaminate public drinking water supply such that public health may be adversely affected. In addition to the threshold above, Exhibit 4-1 of FAA Order 1050.1G provides additional factors to consider when evaluating the context and intensity of potential environmental impacts for surface waters, including where there is potential to adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values; adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or present difficulties based on water quality impacts when obtaining a permit or authorization.

5.4.1.1 No Action Alternative

Under the NAA, there would be no impacts on water quality, as no construction activities would occur. As a result, the quantity and quality of stormwater runoff, impacts to groundwater, and production of wastewater would remain largely unaffected. Therefore, there would be no impacts on stormwater treatment, as no construction or other activities would occur.

5.4.1.2 Proposed Action Alternative

Most of the proposed project area is impervious; the remaining pervious area is characterized by maintained mixed-grass cover. This pervious area would largely remain in its existing pervious state. Since the proposed project area is characterized by an existing runway and associated airfield pavement, the construction of the Proposed Action would not be expected to result in a material change in the stormwater runoff rates, discharge volumes, and pollutant characteristics of the stormwater runoff. DFW's existing stormwater treatment facilities (the first flush stormwater pre-treatment system) would be able to accommodate the stormwater runoff quantities. Further, the proposed relocation and reconstruction of the stormwater pipe and the rehabilitation of the underdrain system would improve the existing system's capacity and improve overall stormwater conveyance and drainage.

The construction and operation of the proposed action will involve the continued use of fuel and other petroleum-based products within the airfield area, DFW maintains spill response plans in case of a release, spill, or accidental discharge to protect water quality and environmental resources.

Construction activities associated with the Proposed Action could result in minor temporary impacts to surface water quality, due to erosion and siltation from soil disturbance activities. To minimize the potential for impacts to water quality, DFW and its selected contractors would develop and implement a Storm Water Pollution Prevention Plan (SWPPP), with BMPs and structural controls, in compliance with the CWA, Texas Pollutant Discharge Elimination System (TPDES) permit requirements, as well as any other federal, state, and local requirements. Therefore, no significant adverse impacts would occur relative to surface waters.

The drainage system for the runway would be connected to the existing first-flush stormwater treatment system prior to discharging to the storm water sewer system. The Proposed Action will comply with the guidelines and recommendations contained in the FAA AC for Surface Drainage Design (FAA AC 150/5320-5D). Maintenance activities would include controls to clean pavement surface from any leaked fluids to reduce contamination of storm water. The Proposed Action would have no impacts on water quality, wetlands and/or WOTUS because the proposed reconstruction and rehabilitation would take place on the existing airfield and will use the existing storm water management system that was designed to accommodate Runway 18L/36R.

5.4.2 Mitigation

At DFW, construction-related surface water quality impacts from stormwater runoff are minimized using BMPs as required by DFW's Design Criteria Manual (DFW, 2022). These BMPs are designed to minimize soil erosion and the transport of debris and sediment in stormwater runoff. Implemented BMPs include silts fences, rock check dams, settling ponds, and good general housekeeping practices. In addition, all stormwater discharges from construction activities at DFW that result in the disturbance of one or more acres must comply with the TPDES permit conditions already established for the airport. A construction general permit (CGP) SWPPP, and all associated requirements would be implemented for the Proposed Project. Because of these water resource management policies and programs that are already in place at DFW, impacts to surface waters associated with the Proposed Project would not be expected to be significant; therefore, no mitigation would be required.

DFW is authorized to discharge stormwater from the Airport's Municipal Separate Storm Sewer System (MS4) under the previous TPDES MS4 general permit (TXR040000, issued and effective on January 24, 2019). On August 15, 2024, the TCEQ approved the current MS4 permit to supersede and replace the previous permit, which was authorized in 2019.

DFW is considered a small municipality and is responsible for minimizing stormwater pollutants and complying with federal water quality protection requirements. DFW has developed a stormwater program that protects natural resources and reduces the discharge of stormwater pollutants through implementation of best management practices and minimum control measures[6].

The NPDES Program also authorizes stormwater discharges from specific industry sectors. These industries are required to obtain a TPDES Multi-Sector General Permit (MSGP) and implement SWPPP. DFW Airport implements an SWPPP to minimize stormwater pollution generated from industrial activities including fueling, vehicle and equipment maintenance, and aircraft deicing.

[6] The DFW MS4 minimum control measures include (i) Public Education and Outreach, (ii) Illicit Discharge Detection and Elimination, (iii) Pollution Prevention, spill response, and storm sewer system maintenance, (iv) Construction Activities i.e., control of construction site stormwater runoff, and (v) Post Construction Activities.

SECTION 6.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The development of this Final EA included coordination with affected federal and state agencies. This coordination process informs the public and agencies and allows an opportunity to identify any possible environmental concerns during the EA process.

6.1 Agency Coordination

DFW consulted with FAA, TCEQ, and THC during the NEPA process. Agency coordination with TCEQ has included virtual coordination meetings with the TCEQ Air Quality Division for the General Conformity process. Agency coordination with EPA included email discussions and requesting EPA's comments on the Draft EA and Draft GCD. On March 6, 2026 the EPA Region 6 Office's Infrastructure and Ozone Section reviewed the General Conformity analysis and accepted the Draft GCD with no comments or concerns. EPA Region 6 Office's NEPA Section provided comments on the Draft EA; the comments and responses are included in **Table 6-2** of this EA. In accordance with 40 CFR Part 93.155, FAA will provide the Final GCD to the EPA Region 6 Office, TCEQ Air Quality Division, local air quality agencies, and the MPO within 30 days after making a final conformity determination under Sec. 93.158. Prior to the start of construction activities, DFW will coordinate with the TCEQ Water Quality Division to secure the stormwater construction general permit.

6.1.1 Coordination with TCEQ

On September 23, 2025, DFW and FAA informed TCEQ about the Proposed Action and the air quality analysis findings that showed the estimated air emissions associated with the Proposed Action would be above the applicable *de minimis* thresholds for ozone precursor pollutants: NOx and VOCs. TCEQ requested to review the air quality analysis report and advised DFW of the need for a General Conformity Analysis. On October 20, 2025, DFW submitted the air quality analysis and Draft GCD to TCEQ and received TCEQ concurrence on December 17, 2025. As part of the ongoing agency General Conformity coordination, DFW, on behalf of FAA, submitted the Final GCD to TCEQ and on April 1, 2026, TCEQ responded accepting the Final GCD without revisions. Therefore, TCEQ's concurrence letter issued on December 17, 2025 remains unchanged and the proposed Runway 18L/36R Rehabilitation project conforms to the Texas SIP (**Appendix C**).

6.1.2 Coordination with THC (SHPO)

In compliance with the NHPA, a Section 106 Cultural and Historic Resources Evaluation Report was prepared for the Proposed Action (**Appendix F**). The Section 106 report concluded that no historically significant or resources eligible for listing on the NRHP were found within the direct and indirect area of potential effects (APE). On September 12, 2025, the THC/SHPO concurred with the conclusions of the report and also stated that the project would not adversely affect any historic-age resources. As such, the Proposed Project could proceed as planned. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area. Work can continue where no cultural materials are present, and DFW would contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains (**Appendix F**).

6.1.3 Coordination with FAA Lines of Business

Coordination with FAA lines of business (LOBs) is ongoing. In accordance with FAA Advisory Circular (AC) 150/5370-2G, DFW submitted the 7460 Airspace Application detailing temporary and permanent changes associated with the proposed runway rehabilitation project. Additionally, on October 7, 2025, DFW submitted the Construction Safety and Phasing Plan (CSPP) to FAA Engineering and Technical Operations LOBs, for review and approval. FAA is reviewing the project design plans and specifications to assess impacts, adjustments, and modifications to FAA infrastructure, NAVAIDs and equipment. All work pertaining to the FAA NAVAIDs would be coordinated with FAA prior to, and during construction. Modification, relocation, and/or upgrade of FAA-owned NAVAIDS are described in **Section 3.3** as part of the Proposed Action.

DFW and the designated contractor would protect all NAVAIDs and FAA infrastructure during construction activities. All de-energizing and re-energizing of the NAVAIDS would be performed by the FAA. NAVAIDs are to be re-energized at project conclusion. Any NAVAID that has been determined to have been impacted or damaged due to construction activities will be repaired to the satisfaction of the FAA. Flight checks would be performed to confirm completion of modifications to FAA infrastructure, NAVAIDs, and equipment, to return Runway 18L/36R back into service. FAA coordination on inspections and successful flight checks of the runway would be required prior to completion of the final construction phase.

6.2 Public Involvement

To meet the NEPA and CAA requirements for public involvement, the Draft EA and Draft GCD were published on DFW's website and printed hard copies were made available for public review after FAA and TCEQ review and acceptance. The Draft EA and Draft GCD were made available for a 30-day public comment period. To inform the public about the availability of the Draft EA and Draft GCD, notifications were published in local newspapers in general circulation (Dallas Morning News on February 1, 8, 15, 22, and March 1, 2026; Fort Worth Star Telegram on February 1, 8, 15, 22, and March 1, 2026; and Al Dia on February 4, 11, 18, and 25, 2026; and on DFW's website and social media pages. DFW emailed notifications to 15 City administrative staff, including City Managers at these cities: Arlington, Coppell, Euless, Flower Mound, Grapevine, Irving, Lewisville, Southlake, Trophy Club, and Westlake. Hard copies of the Draft EA were available for viewing at DFW's Environmental Affairs Department office located at 3003 South Service Road, Dallas, Texas 75261

Additional hard copies of the Draft EA and Draft GCD were available at local public libraries in Irving, Coppell, Euless, Grapevine, and Southlake. Library locations listed in **Table 6-1** were provided hard copies of the Draft EA and Draft GCD in their government or public documents section.

Table 6-1. Local Libraries with Draft EA and Draft GCD

Library Name	Address
West Irving Library	4444 W Rochelle Road Irving, Texas 75062
Valley Ranch Library	401 Cimarron Trail Irving, Texas 75063
Dallas College North Lake Campus Library	5001 N MacArthur Boulevard Irving, Texas 75038
Cozby Library and Community Commons	177 N Hertz Road Coppell, Texas 75019
Euless Library	201 N Ector Drive Euless, Texas 76039
Grapevine Public Library	1201 Municipal Way Grapevine, Texas 76057
Southlake Public Library	1400 Main Street #130 Southlake, Texas 76092

The public notices and outreach materials were provided in both English and Spanish, to ensure that individuals with a limited proficiency in reading, writing, or understanding the English language were provided with meaningful opportunities and access to project information. To improve access for populations requiring materials in languages other than English or Spanish, DFW provided opportunities for those individuals to request access to materials in other languages, and DFW made a good faith effort to accommodate requests submitted within the 30-day public comment period.

One public comment and three agency comments were received. The public comment was received via the online comment form and the agency comments were received via email; all comments are included in **Table 6-2**. After the 30-day public comment period, DFW and FAA addressed public and agency comments and provided responses in **Table 6-2.** The public involvement materials are attached in **Appendix G**. The Final EA, Final GCD, and FONSI will be available digitally on the DFW Airport website at https://www.dfwairport.com/business/about/publications/ and physically at the DFW Environmental Affairs Department office located at 3003 South Service Road, DFW Airport, Texas 75261.

Table 6-2. Public and Agency Comments, and Responses

Commenter and Comment	Response
Matt Gelvin, Grapevine Texas; Member of the Public. The duration of the full closure of runway 18L/36R is unacceptably long. While there is a lot of work to be done, there should be other ways to expedite and shorten the time of that it is fully closed. While financial costs are always a burden, in situations like these, the increased cost to get that portion done in a shorter time frame is less than the mental toll of all residents dealing with the increased noise and traffic. We all know that winter weather in unpredictable, so doing the closure during the winter will no doubt increase construction time. In addition, more flight delays occur in the winter, which means more "delayed" late night flights going over the neighborhoods. While one comment won't change anything, please consider finding a way to expedite the length of the time that the runway will be fully closed.	Thank you for your comment regarding the duration of the proposed closure of Runway 18L/36R and the potential for increased aircraft noise in nearby communities during construction. The full closure of Runway 18L/36R is necessary to safely and efficiently complete the extensive rehabilitation work required to maintain the runway's long-term operational safety and reliability. The scope of work includes major pavement reconstruction, lighting and electrical system improvements, and other airfield infrastructure upgrades that cannot be safely performed while the runway remains operational. The construction schedule was developed to balance several factors, including construction safety, operational efficiency, contractor productivity, and minimization of overall project duration. Performing this work under a full runway closure allows construction activities to occur more efficiently than phased or nighttime closures and ultimately reduces the total time required to complete the project. We have already accounted for a shortened runway closure during the summer peak of 2026 to reduce overall impact and maintain construction production. DFW has successfully finished Runway 17R/35L rehabilitation ahead of schedule by adopting such approach

Commenter and Comment	Response
	back in 2024. We have incorporated Runway 17R/35L and two previous runway rehabilitation projects' lessons learned into this project. Seasonal weather conditions are considered during project planning; however, construction schedules for large airfield rehabilitation projects must also be coordinated with airport operational demands, ongoing construction projects, contractor availability, and funding schedules. While temporary operational adjustments may occur during the closure period, the project does not involve permanent changes to aircraft operations. The runway will return to normal service once construction is complete, and any temporary changes in aircraft routing or noise exposure during construction would be short-term in nature. DFW Airport appreciates public input and will continue to coordinate construction activities to minimize impacts to surrounding communities to the extent practicable.
TCEQ Air Quality Division (State Agency) Thank you for the email. We don't have any comments at this time, but please let us know if you receive any comments on the conformity determination.	Comment Noted.
EPA Region 6 Air Quality Division (Federal Agency) Thank you for providing notification of the Draft EA and Draft General Conformity Determination. The Infrastructure & Ozone Section of EPA's Region 6 office has reviewed the submitted documents. Our review is limited to actions that might impact the air quality of an area. The air quality evaluation is well-conducted and correctly addresses the construction AND operational emissions of the proposed action that are subject to CAA general conformity requirements. FAA/DFW Airport has received the necessary TCEQ concurrence to determine that emissions increases will not interfere with DFW-area air quality goals, we appreciate this coordination with the state air quality agency. We have no comments or concerns with the project.	Comment Noted.
EPA Region 6 NEPA Office of Regional Administrator (Federal Agency). **Comment #1 - Solid and Hazardous Waste:** EPA recommends the EA include a detailed assessment of potential solid and hazardous wastes that may be generated during rehabilitation of the runway. We also recommend the assessment includes estimated quantities and management of solid and hazardous wastes (e.g., on-site accumulation, storage, transportation, off-site management, and disposal procedures). **Comment #2 - Water Quality:** EPA recommends the EA include a detailed discussion of any applicable National Pollutant Discharge Elimination System general construction	**Response #1:** **Table 5-9** which lists solid and hazardous wastes, their estimated quantities, and location and or method of disposal was added to **Section 5.2.2.2**. DFW's contractor will complete a detailed assessment of solid and hazardous wastes generated during the project. As required by DFW Airport Board policies, the contractor will submit monthly waste characterization reports including details such as type of waste, quantities, method of disposal, transportation methods, and location of disposal. Contractors are also required to provide DFW with hazardous waste manifests. **Response #2:** The EA discusses the requirements of the NPDES (TPDES) and SWPPP in **Section 4.5.1.1**, **Section 5.4.1.2** and **Section 5.4.2**. Also information on DFW's MS4 and MSGP programs was added to **Section 5.4.2**.

Commenter and Comment	Response
stormwater discharge permit and Stormwater Pollution Prevention Plan. Clarifying these requirements will reduce uncertainty for regulated entities, ensure consistent application of permitting obligations, and strengthen compliance with federal water quality protections by promoting effective implementation of best management practices. **Comment #3 - Council on Environmental Quality Regulations** On January 8, 2026, the CEQ issued its final rule to rescind its regulations implementing the National Environmental Policy Act of 1969 from the Code of Federal Regulations. See 91 Federal Register 618 (Jan. 8, 2026). Thus, FAA and Dallas Fort Worth International Airport should consider removing all references to the rescinded CEQ regulations in the EA and replace with alternative authorities or guidance. A CEQ regulatory reference of "Section 1502.06" is found in the EA at Section 7.0, p. 62	**Response #3:** All instances of CEQ regulations were deleted and replaced with the appropriate authority/policy (see pp. vii, viii, 14, and 63).

In addition to providing the Draft EA and Draft GCD on the DFW website and at local libraries, DFW also sent public outreach materials such as comment forms, and project fact sheets, to residents that would experience a temporary significant noise impact. As discussed in **Section 5.2.1**, residents in the multi-family residential buildings at the Bridgeport Apartments, located south of Runway 17L/35R, would experience a temporary increase in noise of up to 2.2 dB. Prior to the start of construction, the residents would be provided with postcards, utility bill inserts, or project fact sheets that notify them of the temporary closure of Runway 18L/36R, the proposed construction timeline, anticipated noise changes, and opportunities to meet with the DFW Noise Compatibility Office Staff. DFW would also work with the Bridgeport Apartment managers to notify affected residents prior to the start of construction. The notifications would describe the project, construction schedule, temporary noise impacts due to the Proposed Project, and the benefits of the Proposed Project.

As a longstanding community partner, DFW will extend the opportunity to meet with local community leaders, city council members, and city manager offices, notifying them of the Proposed Project and anticipated temporary impacts. DFW will ensure that community members are informed of the temporary noise impacts well in advance of any project work or changes caused by the runway closure.

SECTION 7.0 PREPARERS

As required by FAA Order 5050.4A, paragraph 77, the names and qualifications of the principal persons contributing information to this EA are identified. It should be noted, the efforts of an interdisciplinary team, consisting of technicians and experts in various fields were utilized to accomplish this study. Specialists involved in this EA included those in such fields as airport planning; noise assessment and abatement; land use planning; air quality; biology; historic, architectural, and archaeological resources; and other disciplines. It should also be noted, while an interdisciplinary approach has been used, all decisions made regarding the content and scope of this EA are those of DFW.

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