Final EA Appendix A – Operations Forecast Memo and FAA Approval

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
Southwest Region, Airports Division
Texas Airports Development Office

FAA-ASW-650
10101 Hillwood Pkwy.
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September 17, 2025

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Federal Aviation Administration (FAA)
DFW International Airport (DFW) Aviation Activity Forecast Approval

The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the DFW International Airport (DFW) Environmental Assessment for the Runway 18L/36R Rehabilitation Project Forecast, submitted on July 7,2025 for use in the environmental assessment. The review included coordination with APP-400 and APO-100 in FAA Headquarters. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and supported by generally accepted forecasting methodologies.

The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development shown on the ALP. FAA approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

If you have any questions about this forecast approval, please call me at (817) 222-5687.

Regards,

ANDREW M TAMANAHA
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Andrew Tamanaha
Lead Planner, Texas ADO

DFW Operations Memo

July 7, 2025

To: Federal Aviation Administration (FAA) Southwest Region, Texas (ADO)

Subject: DFW Environmental Assessment for the Runway 18L/36R Rehabilitation Project Forecast

The purpose of this memorandum is to provide rationale for Federal Aviation Administration (FAA) approval for the aircraft operational activity levels used for the DFW Environmental Assessment (EA) for the Runway 18L/36R Rehabilitation Project (DFW Runway 18L/36R Rehab EA), which is being conducted in accordance with FAA Order 1050.1G. The impact analysis within the DFW Runway 18L/36R Rehab EA will be based upon aircraft operational levels representing existing conditions (2024) and forecast conditions for the two years of construction (2026 and 2027).

The FAA Operations Network (OPSNET) tower counts by category for calendar year 2024 will be used to represent the aircraft operation totals modeled for the existing condition. The FAA's 2024 Terminal Area Forecast (TAF), issued in January 2025 thus representing the most recent TAF, will be used as the basis for the aircraft operation totals modeled in the DFW Runway 18L/36R Rehab EA, for the future year noise exposure contours. The forecast data presented in this memo are consistent with the TAF with respect to passenger enplanements, commercial aircraft operations, and total operations. This memo documents how DFW translated the FAA's most recent TAF forecast into a data set necessary to conduct the environmental impact analysis, requiring aircraft fleet mix and day-night splits.

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1. Historical Data

The following tables include an overview of the historical activity from 2015 to 2024 for both enplanements and annual operations to be forecasted. The data sources referenced include:

- Airport activity records from https://www.dfwairport.com/business/about/stats/
- US DOT T100 data
- FAA Traffic Flow Management System Counts (TFMSC)
- FAA Operations Network (OPSNET)

Table 1 presents historical enplanements for the ten-year period from 2015 to 2024. As shown, enplanements have grown at a compound annual growth rate (CAGR) of 3.31 percent since 2015. Prior to the pandemic, over the five-year period from 2015 to 2019, the CAGR was slightly higher at 3.44 percent.

Table 1. DFW Passenger Calendar Year Enplanement Data 2015-2024

Source: DFW Statistics, accessed on June 12, 2025

Calendar Year	Enplanements
2015	32,756,236
2016	32,799,309
2017	33,546,374
2018	34,559,005
2019	37,504,780
2020	19,682,495
2021	31,232,878
2022	36,681,473
2023	40,877,769
2024	43,908,932
CAGR 2015 -2024	**3.31%**

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Table 2 presents historical aircraft operations from 2015 to 2024 for the Airport. As shown, airport operations have grown at a CAGR of 0.97 percent, with commercial operations increasing by 1.0 percent CAGR over the ten-year period. Prior to the pandemic, over the five-year period from 2015 to 2019, the CAGR for airport operations was 1.39 percent and for commercial operations 1.44 percent.

Table 2. DFW Aircraft Operations Data 2015-2024

Source: FAA OPSNET accessed June 16,2025.

Year	Commercial Operations			General Aviation	Military	Total
	Air Carrier	Air Taxi	Subtotal			
2015	506,095	168,125	674,220	6,829	212	681,261
2016	526,563	139,267	665,830	6,688	230	672,748
2017	569,674	77,637	647,311	6,888	145	654,344
2018	578,692	81,855	660,547	6,482	184	667,213
2019	625,731	88,137	713,868	5,937	202	720,007
2020	443,855	66,723	510,578	3,904	220	514,702
2021	568,259	77,927	646,186	5,507	202	651,895
2022	591,660	58,888	650,548	5,974	154	656,676
2023	667,759	16,419	684,178	5,250	141	689,569
2024	722,398	14,870	737,268	5,724	211	743,203
CAGR 2015 -2024	**4.03%**	**-23.62%**	**1.00%**	**-1.94%**	**-0.05%**	**0.97%**

2. Forecasts of Aviation Activity

The following section summarizes the FAA 2024 TAF as published in 2025. The TAF assumes a demand-driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. The domestic enplanements are forecast by generating origin and destination (O&D) market demand forecasts to model for passenger flow on a quarterly basis. The O&D passenger demand forecasts are based on regression analysis using fares, regional demographics, and metropolitan level economic factors as independent variables. The O&D forecasts are then combined with DOT T-100 segment data to generate passenger forecasts by airport pair and segment pair. The segment pair passenger forecasts are assigned to aircraft equipment to produce segment pair operation forecasts. The quarterly segment pair forecasts are aggregated to produce annual airport forecasts.

Separate models are used to forecast international passenger enplanements, passenger operations, and cargo operations. The international passenger enplanements are

forecast on a quarterly basis using time series analysis and T-100 segment data. The segment pair passenger enplanement forecasts are used to generate segment pair passenger operation forecasts. The cargo operation forecasts are also generated on a quarterly basis using time series analysis and T-100 segment data. The segment pair forecasts for international passenger enplanements, passenger operations, and cargo operations are aggregated to the market pair and airport level on an annual basis.[1] The TAF process also considers the replacement of the 50 and smaller seat Regional Jets (RJs) with the larger 70 to 90-seat RJs. As defined by the FAA, the TAF data sets for DFW do not include any airport or airspace constraints and therefore represents an unconstrained forecast for DFW.

Enplanements and Operations: The 2024 TAF reflects the increase in operations and enplanements through 2023 at DFW. The TAF operation and enplanement numbers for 2024 are forecast numbers and are lower than the actual reported for calendar year 2024. According to DFW passenger statistics, the actual enplanement numbers[2] for calendar year 2024 were approximately five percent higher than what is reflected for fiscal year 2024 TAF while actual 2024 total operations numbers as reported by the FAA OPSNET database were approximately two percent higher than what is forecasted in the 2024 TAF as shown in **Table 3**. The actual total operations and enplanements reported for calendar year 2024 will be used for the DFW Runway 18L/3R Rehab EA existing condition operations.

For the forecast operations and enplanements, the DFW Runway 18L/3R Rehab EA forecast numbers for 2026 and 2027 were calculated from the 2024 TAF. Since the TAF forecast numbers represent the fiscal year an adjustment to the TAF totals is made to develop the forecast numbers for the calendar year. The future forecast Calendar Year (CY) operations were derived by dividing the fiscal year (FY) TAF totals by 12 months and then combining 9 months (January – September) of that FY and 3 months (October – December) of the following FY. This was done as follows for each year:

- CY 2026 operations = last 9 months of FY 2026 + first 3 months of FY 2027
- CY 2027 operations = last 9 months of FY 2027 + first 3 months of FY 2028

The resulting DFW Runway 18L/36R Rehab EA forecast operation and enplanement numbers for the two construction years reflect slightly higher operational levels than the 2024 FAA TAF (less than one percent in both 2026 and 2027). **Table 3** presents a comparison of the 2024 TAF and the DFW Runway 18L/36R Rehab EA forecast. In comparison to the 2024 TAF, the DFW Rehab EA forecast variances are within two percent for operations and five percent for enplanements. The FAA considers forecasts

[1] Forecast Process for the 2024 TAF https://taf.faa.gov/downloads/finalforecastprocessfor2024taf.pdf
[2] Provided by DFW

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technically consistent with the TAF when the variance is less than 10 percent in 5 years and less than 15 percent in 10 years.[3]

Table 3. DFW Comparison of Forecasts

Source: FAA OPSNET, DFW Statistics, FAA TAF

Year	2024 TAF (FY)	DFW Rehab EA (CY)[1]	Difference (Rehab EA vs 2024 TAF)
Passenger Enplanements			
2024	41,838,498	*43,908,932	4.9%
2026	46,145,969	46,487,625	0.7%
2027	47,512,592	47,741,188	0.5%
Commercial Operations			
2024	725,747	**737,268	1.6%
2026	810,831	816,874	0.7%
2027	835,004	838,939	0.5%
Total Operations			
2024	731,518	**743,203	1.6%
2026	817,256	823,304	0.7%
2027	841,448	845,388	0.5%

Notes
1 - The DFW Rehab EA forecast represents Calendar Year operations (CY = FY1*0.75+FY2*0.25) for 2026 & 2027
* - For 2024, the DFW Rehab EA column uses the actual enplanement number provided by DFW
** - For 2024, the DFW Rehab EA column uses actual operations counts from the FAA's OPSNET data

2.1 Forecast Operations by Operational Category

Table 4 shows the existing and forecast operations to be used in noise and air quality modeling for the DFW Runway 18L/36R Rehab EA, listed by FAA operational category. Annual operation totals and Average Annual Day (AAD) totals are provided. These annual and AAD numbers will be used to develop the fleet mix for the EA.

[3] FAA Forecast Review and Approval Instructions, August 12, 2024

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Table 4. DFW Rehab EA Annual and AAD Operational Levels

Source: FAA OPSNET, FAA TAF

Scenario	Modeling Scenario	Air Carrier	Air Taxi	General Aviation	Military	Total
Existing Conditions	2024	722,398	14,870	5,724	211	743,203
	AAD 2024	1,979.2	40.7	15.7	0.6	2,036.2
Construction Year	2026	800,614	16,260	6,233	197	823,304
	AAD 2024	2,193.5	44.5	17.1	0.5	2,255.6
Construction Year	2027	822,507	16,431	6,252	197	845,387
	AAD 2027	2,253.4	45.0	17.1	0.5	2,316.1

Note: Totals may not match exactly due to rounding.
AAD = Average Annual Day

2.2 Fleet Mix Forecast for Noise Analysis

HMMH obtained aircraft identification and flight track data from the DFW Noise and Operations Monitoring System (NOMS) for CY 2024 and assigned representative aircraft and engine types from the FAA's Aviation Environmental Design Tool (AEDT) database. The operations were then balanced by type (Arrivals = Departures), grouped into the FAA operational categories, and scaled to the 2024 operational totals from FAA OPSNET for each category.

The operational totals for each category shown in **Table 4** provided the numbers of operations for each future year. **Table 5** presents fleet mix inputs for the AEDT model. Starting with the fleet mix for 2024, fleet mix compositions were prepared for 2026 and 2027 to the forecast category totals developed from the 2024 TAF. The following describes the changes between the years that were included in the analysis.

From 2024 to 2026:

1. The operations were scaled proportionally to the 2026 total operations by category, reflecting future conditions for the 2026 construction year.
2. The Air Carrier category fleet mix was adjusted to reflect expected increased use of newer aircraft models.
3. The Air Taxi category share of the Regional Jet activity decreased (e.g. CRJ-200 modeled as the CL600), and the Air Taxi Jet category increased (e.g. CL35 modeled as the CL600).
4. The General Aviation and Military fleet mix was largely unchanged.

From 2026 to 2027:

1. The operations were scaled proportionally to the 2027 total operations by category, reflecting future conditions for the 2027 construction year.
2. The Air Carrier category fleet mix was further adjusted to reflect increases in newer aircraft models.
3. The Air Taxi category share of the Regional Jet activity decreased further, while the Air Taxi Jet category increased further.
4. The General Aviation and Military fleet mix was largely unchanged.

The full breakdown of average annual day operations to be modeled in the DFW Runway 18L/36L Rehab EA are provided in **Attachment A**.

Table 5. DFW Operations Fleet Mix 2024-2027

Source: DFW NOMS, FAA OPSNET, FAA TAF

Aircraft		2024		2026		2027	
		Operations	% of Fleet	Operations	% of Fleet	Operations	% of Fleet
Air Carrier							
Cargo	747400	904.9	0.13%	3,843.1	0.48%	3,852.3	0.47%
	7478	1,180.0	0.16%	1,203.8	0.15%	1,215.8	0.15%
	757PW	663.6	0.09%	663.6	0.08%	663.6	0.08%
	757RR	954.3	0.13%	954.3	0.12%	954.3	0.12%
	7673ER	5,889.6	0.82%	8,038.9	1.00%	9,262.6	1.13%
	777300	2,094.0	0.29%	7,136.5	0.89%	7,354.0	0.89%
	A300-622R	1,969.9	0.27%	1,969.9	0.25%	1,969.9	0.24%
	MD11GE	1,454.0	0.20%	1,454.0	0.18%	1,454.0	0.18%
	MD11PW	1,462.4	0.20%	1,462.4	0.18%	1,462.4	0.18%
Pass. Jet	737700	14,723.2	2.04%	16,021.9	2.00%	16,524.5	2.01%
	737800	169,752.6	23.50%	169,454.9	21.17%	167,402.4	20.35%
	7378MAX	7,592.8	1.05%	11,596.8	1.45%	13,255.2	1.61%
	747400	917.5	0.13%	917.5	0.11%	917.5	0.11%
	7478	234.8	0.03%	234.8	0.03%	234.8	0.03%
	777200	4,753.0	0.66%	4,753.0	0.59%	4,753.0	0.58%
	7773ER	3,933.6	0.54%	4,979.1	0.62%	5,267.6	0.64%
	7878R	6,050.3	0.84%	7,964.7	0.99%	8,593.1	1.04%
	7879	7,830.9	1.08%	10,308.6	1.29%	11,121.9	1.35%
	A319-131	52,737.4	7.30%	51,525.5	6.44%	51,121.5	6.22%
	A320-211	15,968.5	2.21%	13,946.8	1.74%	13,193.3	1.60%
	A320-232	25,014.0	3.46%	21,739.5	2.72%	19,914.0	2.42%

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Aircraft		2024		2026		2027	
		Operations	% of Fleet	Operations	% of Fleet	Operations	% of Fleet
	A320-270N	22,179.9	3.07%	30,086.7	3.76%	33,088.9	4.02%
	A321-232	149,609.9	20.71%	166,371.4	20.78%	171,993.7	20.91%
	A330-301	609.1	0.08%	609.1	0.08%	609.1	0.07%
	A330-343	296.9	0.04%	296.9	0.04%	296.9	0.04%
	A340-211	362.9	0.05%	359.3	0.04%	357.5	0.04%
	A350-941	2,260.3	0.31%	2,975.5	0.37%	3,210.2	0.39%
	A380-841	646.7	0.09%	646.7	0.08%	646.7	0.08%
Reg. Jet	CRJ9-ER	69,439.4	9.61%	69,439.4	8.67%	69,439.4	8.44%
	EMB170	27,727.9	3.84%	27,727.9	3.46%	27,727.9	3.37%
	EMB175	122,461.9	16.95%	161,209.7	20.14%	173,928.2	21.15%
	EMB190	721.7	0.10%	721.7	0.09%	721.7	0.09%
Air Carrier Total		**722,398.0**	**100.00%**	**800,614.0**	**100.00%**	**822,508.0**	**100.00%**
Air Taxi							
Cargo Non-Jet	1900D	756.0	5.08%	756.0	4.65%	756.0	4.60%
	CNA208	2,514.1	16.91%	2,899.8	17.83%	2,962.0	18.03%
	DHC6	545.9	3.67%	545.9	3.36%	545.9	3.32%
	SF340	474.3	3.19%	474.3	2.92%	474.3	2.89%
Pass. Jet	CL600	637.1	4.28%	734.8	4.52%	750.6	4.57%
	CNA55B	1,160.0	7.80%	1,338.0	8.23%	1,366.7	8.32%
	CNA560XL	642.9	4.32%	741.6	4.56%	757.5	4.61%
	CNA680	1,779.1	11.96%	2,052.0	12.62%	2,096.1	12.76%
Pass. Reg. Jet	CL600	742.2	4.99%	536.3	3.30%	455.8	2.77%
	EMB145	489.8	3.29%	484.9	2.98%	482.5	2.94%
	EMB14L	1,338.1	9.00%	1,324.8	8.15%	1,318.1	8.02%
Pass. Non-Jet	CNA208	3,790.4	25.49%	4,371.8	26.89%	4,465.6	27.18%
Air Taxi Total		**14,870.0**	**100.00%**	**16,260.0**	**100.00%**	**16,431.0**	**100.00%**
General Aviation							
Jet	CL600	673.1	11.76%	732.9	11.76%	735.1	11.76%
	CL601	1,577.1	27.55%	1,717.3	27.55%	1,722.5	27.55%
	CNA55B	729.7	12.75%	794.6	12.75%	797.0	12.75%
	CNA560XL	1,241.8	21.69%	1,352.2	21.69%	1,356.3	21.69%
Non-Jet	CNA172	557.5	9.74%	607.1	9.74%	608.9	9.74%
	CNA208	540.1	9.44%	588.2	9.44%	590.0	9.44%
	DHC6	404.8	7.07%	440.8	7.07%	442.1	7.07%

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Aircraft		2024		2026		2027	
		Operations	% of Fleet	Operations	% of Fleet	Operations	% of Fleet
General Aviation Total		**5,724.0**	**100.00%**	**6,233.0**	**100.00%**	**6,252.0**	**100.00%**
Military							
Jet	C17	103.3	48.97%	96.5	48.97%	96.5	48.97%
	LEAR35	82.1	38.91%	76.7	38.91%	76.7	38.91%
Non-jet	C130AD	25.6	12.12%	23.9	12.12%	23.9	12.12%
Military Total		**211.0**	**100.00%**	**197.0**	**100.00%**	**197.0**	**100.00%**
Total		**743,203.0**		**823,304.0**		**845,388.0**	

Notes:
An increase in Boeing 747400 and 777300 operations is incorporated based on the growth in cargo operations detailed in the 2023 19th Street Project EA.
Total Operations = Air Carrier Operations + Air Taxi Operations + General Aviation Operations + Military Operations

2.2 Review of Forecast Enplanements

Using the FAA TFMSC data for 2024, the reported average seats per aircraft type were assigned to each passenger aircraft operation in **Table 5**. The average number of seats per type was multiplied by the number of departures for each year to arrive at the number of available seats.

A review of load factors from the US DOT T-100 data for the last three years indicates an average load factor of 83.6 percent. Applying this historical load factor to the number of available departure seats provides the estimated number of enplanements for the future years derived from the forecast fleet mix. These results and the comparison to the 2024 TAF are shown in **Table 6.** The number of enplanements for 2024 in **Table 6** differs from the reported total in **Table 3** because the number for 2024 in **Table 6** is calculated using average seats per aircraft (not actual which may differ by airline) and the historical load factor (not actual may differ per flight). The calculated enplanement numbers for each year for the DFW Runway 18L/36R Rehab EA are within two percent of the TAF forecast and well within the forecast guidelines. The enplanement numbers in **Table 6** are developed from the fleet mix to demonstrate that the fleet mix developed for each year is technically consistent with the TAF.

Table 6. DFW Comparison of Enplanements

Source: FAA TFMSC, US DOT T-100, FAA TAF

Year	DFW Rehab EA Forecast (CY) [1]	2024 TAF (FY)	Difference (Rehab EA vs 2024 TAF)
2024	**41,736,836	41,838,498	-0.2%
2026	45,599,885	46,145,969	-1.2%
2027	46,743,714	47,512,592	-1.6%

Notes: Assumes an 83.6 percent load factor
1 –The enplanements for all three years are calculated from the fleet mix and load factor
** - Differs from the reported actual value shown in Table 3 since this is calculated from the fleet mix, average numbers of seats per aircraft type and historical load factor.

2.3 List of Preparers

- Prepared for DFW Environmental Affairs Department (Cristian Sigala, NEPA PM and Sam Tan, Environmental Planning and Development Programs Manager)
- Prepared by Robert C. Mentzer, HMMH Principal Consultant and David Crandall, HMMH Principal Consultant. As a subconsultant to HDR, Harris Miller Miller & Hanson Inc. (HMMH) is assisting Dallas-Fort Worth Airport (DFW) with aircraft noise and operational emissions modeling for the DFW Runway 18L/36R Rehab EA.
- Reviewed by Esther Chitsinde, HDR, Kristine Lloyd, HDR, and Mary Vigilante, Synergy.
- HMMH Project Number 23-0095C.003

Attachment A

Table 7. DFW Operational Fleet Mix 2024 (Average Annual Day)

Source: HMMH, FAA OPSNET, FAA TAF

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Carrier Cargo	Jet	747400	0.8	0.4	1.2	0.8	0.4	1.2	2.5
		7478	0.9	0.7	1.6	1.0	0.6	1.6	3.2
		757PW	0.8	<0.1	0.9	0.8	0.1	0.9	1.8
		757RR	1.2	0.1	1.3	1.1	0.2	1.3	2.6
		7673ER	5.5	2.6	8.1	4.3	3.8	8.1	16.1
		777300	1.8	1.1	2.9	1.1	1.8	2.9	5.7
		A300-622R	2.5	0.2	2.7	2.3	0.4	2.7	5.4
		MD11GE	1.1	0.9	2.0	1.2	0.8	2.0	4.0
		MD11PW	1.0	1.0	2.0	1.3	0.8	2.0	4.0
Air Carrier Passenger	Jet	737700	17.6	2.6	20.2	18.5	1.7	20.2	40.3
		737800	204.4	28.1	232.5	211.4	21.1	232.5	465.1
		7378MAX	7.7	2.7	10.4	9.4	1.0	10.4	20.8
		747400	0.9	0.4	1.3	0.9	0.4	1.3	2.5
		7478	<0.1	0.3	0.3	0.2	0.1	0.3	0.6
		777200	5.8	0.7	6.5	6.2	0.3	6.5	13.0
		7773ER	5.4	<0.1	5.4	4.7	0.7	5.4	10.8
		7878R	5.8	2.5	8.3	8.2	<0.1	8.3	16.6
		7879	9.2	1.5	10.7	9.3	1.5	10.7	21.5
		A319-131	65.7	6.6	72.2	65.7	6.6	72.2	144.5
		A320-211	18.5	3.3	21.9	19.1	2.8	21.9	43.7
		A320-232	30.1	4.2	34.3	31.0	3.3	34.3	68.5
		A320-270N	22.0	8.3	30.4	22.3	8.1	30.4	60.8
		A321-232	176.0	29.0	204.9	181.4	23.6	204.9	409.9
		A330-301	0.8	<0.1	0.8	<0.1	0.8	0.8	1.7
		A330-343	0.4	0.0	0.4	0.4	<0.1	0.4	0.8
		A340-211	0.5	0.0	0.5	0.5	0.0	0.5	1.0
		A350-941	3.1	<0.1	3.1	2.4	0.7	3.1	6.2
		A380-841	0.9	<0.1	0.9	0.8	<0.1	0.9	1.8
	Regional Jet	CRJ9-ER	82.5	12.6	95.1	87.0	8.1	95.1	190.2
		EMB170	33.4	4.5	38.0	34.5	3.5	38.0	76.0
		EMB175	152.5	15.2	167.8	154.1	13.7	167.8	335.5
		EMB190	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0

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Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Carrier total			**860.0**	**129.6**	**989.6**	**882.8**	**106.8**	**989.6**	**1979.2**
Air Taxi Cargo	**Non-jet**	1900D	1.0	<0.1	1.0	0.7	0.3	1.0	2.1
		CNA208	2.8	0.7	3.4	3.0	0.4	3.4	6.9
		DHC6	0.7	<0.1	0.7	0.6	0.1	0.7	1.5
		SF340	0.4	0.2	0.6	0.6	<0.1	0.6	1.3
Air Taxi Passenger	**Jet**	CL600	0.8	<0.1	0.9	0.8	<0.1	0.9	1.7
		CNA55B	1.5	<0.1	1.6	1.5	<0.1	1.6	3.2
		CNA560XL	0.8	<0.1	0.9	0.9	<0.1	0.9	1.8
		CNA680	2.3	0.1	2.4	2.3	<0.1	2.4	4.9
	Regional Jet	CL600	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
		EMB145	0.7	<0.1	0.7	0.7	<0.1	0.7	1.3
		EMB14L	1.8	0.0	1.8	1.8	<0.1	1.8	3.7
	Non-jet	CNA208	5.1	<0.1	5.2	5.1	0.1	5.2	10.4
Air Taxi total			**19.0**	**1.3**	**20.4**	**19.0**	**1.3**	**20.4**	**40.7**
General Aviation	**Jet**	CL600	0.9	<0.1	0.9	0.9	<0.1	0.9	1.8
		CL601	2.0	0.1	2.2	2.1	<0.1	2.2	4.3
		CNA55B	1.0	<0.1	1.0	0.9	<0.1	1.0	2.0
		CNA560XL	1.6	<0.1	1.7	1.6	0.1	1.7	3.4
	Non-jet	CNA172	0.6	0.2	0.8	0.5	0.3	0.8	1.5
		CNA208	0.7	<0.1	0.7	0.7	<0.1	0.7	1.5
		DHC6	0.6	0.0	0.6	0.5	<0.1	0.6	1.1
General Aviation Total			**7.3**	**0.5**	**7.8**	**7.2**	**0.7**	**7.8**	**15.7**
Military	**Jet**	C17	0.1	0.0	0.1	0.1	<0.1	0.1	0.3
		LEAR35	0.1	<0.1	0.1	0.1	0.0	0.1	0.2
	Non-jet	C130AD	<0.1	0.0	<0.1	<0.1	0.0	<0.1	<0.1
Military Total			**0.3**	**<0.1**	**0.3**	**0.3**	**<0.1**	**0.3**	**0.6**
Total			**886.6**	**131.5**	**1018.1**	**909.3**	**108.8**	**1018.1**	**2036.2**

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Table 8. DFW Operational Fleet Mix 2026 (Average Annual Day)

Source: HMMH, FAA OPSNET, FAA TAF

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Carrier Cargo	Jet	747400	3.5	1.7	5.3	3.5	1.8	5.3	10.5
		7478	1.0	0.7	1.6	1.1	0.6	1.6	3.3
		757PW	0.8	<0.1	0.9	0.8	0.1	0.9	1.8
		757RR	1.2	0.1	1.3	1.1	0.2	1.3	2.6
		7673ER	6.7	4.3	11.0	5.5	5.5	11.0	22.0
		777300	6.0	3.8	9.8	3.8	6.0	9.8	19.6
		A300-622R	2.5	0.2	2.7	2.3	0.4	2.7	5.4
		MD11GE	1.1	0.9	2.0	1.2	0.8	2.0	4.0
		MD11PW	1.0	1.0	2.0	1.3	0.8	2.0	4.0
Air Carrier Passenger	Jet	737700	19.1	2.8	21.9	20.1	1.8	21.9	43.9
		737800	204.1	28.0	232.1	211.1	21.1	232.1	464.3
		7378MAX	12.0	3.9	15.9	14.3	1.6	15.9	31.8
		747400	0.9	0.4	1.3	0.9	0.4	1.3	2.5
		7478	<0.1	0.3	0.3	0.2	0.1	0.3	0.6
		777200	5.8	0.7	6.5	6.2	0.3	6.5	13.0
		7773ER	6.8	<0.1	6.8	5.9	0.9	6.8	13.6
		7878R	7.6	3.3	10.9	10.8	<0.1	10.9	21.8
		7879	12.2	2.0	14.1	12.2	1.9	14.1	28.2
		A319-131	64.3	6.3	70.6	64.3	6.3	70.6	141.2
		A320-211	16.4	2.7	19.1	16.9	2.2	19.1	38.2
		A320-232	26.4	3.4	29.8	27.1	2.7	29.8	59.6
		A320-270N	29.9	11.3	41.2	30.2	11.0	41.2	82.4
		A321-232	194.4	33.5	227.9	201.7	26.2	227.9	455.8
		A330-301	0.8	<0.1	0.8	<0.1	0.8	0.8	1.7
		A330-343	0.4	0.0	0.4	0.4	<0.1	0.4	0.8
		A340-211	0.5	0.0	0.5	0.5	0.0	0.5	1.0
		A350-941	4.0	<0.1	4.1	3.2	0.9	4.1	8.2
		A380-841	0.9	<0.1	0.9	0.8	<0.1	0.9	1.8
	Regional Jet	CRJ9-ER	82.5	12.6	95.1	87.0	8.1	95.1	190.2
		EMB170	33.4	4.5	38.0	34.5	3.5	38.0	76.0
		EMB175	200.8	20.1	220.8	202.8	18.0	220.8	441.7
		EMB190	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
Air Carrier total			**948.2**	**148.6**	**1096.7**	**972.6**	**124.2**	**1096.7**	**2193.5**
	Non-jet	1900D	1.0	<0.1	1.0	0.7	0.3	1.0	2.1

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Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Taxi Cargo		CNA208	3.2	0.8	4.0	3.5	0.5	4.0	7.9
		DHC6	0.7	<0.1	0.7	0.6	0.1	0.7	1.5
		SF340	0.4	0.2	0.6	0.6	<0.1	0.6	1.3
Air Taxi Passenger	**Jet**	CL600	0.9	<0.1	1.0	0.9	<0.1	1.0	2.0
		CNA55B	1.7	<0.1	1.8	1.7	<0.1	1.8	3.7
		CNA560XL	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
		CNA680	2.7	0.1	2.8	2.7	0.1	2.8	5.6
	Regional Jet	CL600	0.7	<0.1	0.7	0.7	<0.1	0.7	1.5
		EMB145	0.7	<0.1	0.7	0.7	<0.1	0.7	1.3
		EMB14L	1.8	0.0	1.8	1.8	<0.1	1.8	3.6
	Non-jet	CNA208	5.9	<0.1	6.0	5.8	0.2	6.0	12.0
Air Taxi total			**20.8**	**1.5**	**22.3**	**20.8**	**1.5**	**22.3**	**44.5**
General Aviation	**Jet**	CL600	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
		CL601	2.2	0.1	2.4	2.3	<0.1	2.4	4.7
		CNA55B	1.1	<0.1	1.1	1.0	<0.1	1.1	2.2
		CNA560XL	1.8	<0.1	1.9	1.8	<0.1	1.9	3.7
	Non-jet	CNA172	0.7	0.2	0.8	0.6	0.2	0.8	1.7
		CNA208	0.8	<0.1	0.8	0.8	<0.1	0.8	1.6
		DHC6	0.6	0.0	0.6	0.6	<0.1	0.6	1.2
General Aviation Total			**8.1**	**0.4**	**8.5**	**8.0**	**0.6**	**8.5**	**17.1**
Military	**Jet**	C17	0.1	0.0	0.1	0.1	<0.1	0.1	0.3
		LEAR35	<0.1	<0.1	0.1	0.1	0.0	0.1	0.2
	Non-jet	C130AD	<0.1	0.0	<0.1	<0.1	0.0	<0.1	<0.1
Military Total			**0.3**	**<0.1**	**0.3**	**0.3**	**<0.1**	**0.3**	**0.5**
Total			**977.3**	**150.5**	**1127.8**	**1001.6**	**126.2**	**1127.8**	**2255.6**

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Table 9. DFW Operational Fleet Mix 2027 (Average Annual Day)

Source: HMMH, FAA OPSNET, FAA TAF

Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Carrier Cargo	Jet	747400	3.3	1.9	5.3	3.5	1.8	5.3	10.6
		7478	0.9	0.8	1.7	1.1	0.6	1.7	3.3
		757PW	0.8	0.1	0.9	0.8	0.1	0.9	1.8
		757RR	1.2	0.1	1.3	1.1	0.2	1.3	2.6
		7673ER	6.9	5.8	12.7	6.3	6.4	12.7	25.4
		777300	5.7	4.3	10.1	3.9	6.2	10.1	20.1
		A300-622R	2.5	0.2	2.7	2.3	0.4	2.7	5.4
		MD11GE	1.0	1.0	2.0	1.2	0.8	2.0	4.0
		MD11PW	0.9	1.1	2.0	1.3	0.8	2.0	4.0
Air Carrier Passenger	Jet	737700	19.3	3.3	22.6	20.8	1.9	22.6	45.3
		737800	198.9	30.4	229.3	208.5	20.8	229.3	458.6
		7378MAX	13.2	5.0	18.2	16.3	1.9	18.2	36.3
		747400	0.8	0.4	1.3	0.9	0.4	1.3	2.5
		7478	<0.1	0.3	0.3	0.2	0.1	0.3	0.6
		777200	5.7	0.8	6.5	6.2	0.3	6.5	13.0
		7773ER	7.2	<0.1	7.2	6.2	1.0	7.2	14.4
		7878R	7.8	4.0	11.8	11.7	0.1	11.8	23.5
		7879	12.9	2.4	15.2	13.1	2.1	15.2	30.5
		A319-131	63.1	7.0	70.0	63.8	6.2	70.0	140.1
		A320-211	15.4	2.7	18.1	16.1	2.0	18.1	36.1
		A320-232	24.0	3.2	27.3	24.9	2.3	27.3	54.6
		A320-270N	31.4	13.9	45.3	33.2	12.1	45.3	90.7
		A321-232	196.4	39.3	235.6	208.5	27.1	235.6	471.2
		A330-301	0.8	<0.1	0.8	<0.1	0.8	0.8	1.7
		A330-343	0.4	0.0	0.4	0.4	<0.1	0.4	0.8
		A340-211	0.5	0.0	0.5	0.5	0.0	0.5	1.0
		A350-941	4.4	<0.1	4.4	3.5	0.9	4.4	8.8
		A380-841	0.9	<0.1	0.9	0.8	<0.1	0.9	1.8
	Regional Jet	CRJ9-ER	81.0	14.1	95.1	87.0	8.1	95.1	190.2
		EMB170	32.9	5.1	38.0	34.5	3.5	38.0	76.0
		EMB175	214.0	24.2	238.3	218.8	19.5	238.3	476.5
		EMB190	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
Air Carrier total			**955.2**	**171.6**	**1126.7**	**998.4**	**128.3**	**1126.7**	**2253.4**
	Non-jet	1900D	1.0	<0.1	1.0	0.7	0.3	1.0	2.1

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Tower Category	Propulsion	AEDT ANP Type	Arrivals Day	Arrivals Night	Arrivals Total	Departures Day	Departures Night	Departures Total	Total
Air Taxi Cargo		CNA208	3.2	0.9	4.1	3.6	0.5	4.1	8.1
		DHC6	0.7	<0.1	0.7	0.6	0.1	0.7	1.5
		SF340	0.4	0.3	0.6	0.6	<0.1	0.6	1.3
Air Taxi Passenger	**Jet**	CL600	1.0	<0.1	1.0	1.0	<0.1	1.0	2.1
		CNA55B	1.8	0.1	1.9	1.8	0.1	1.9	3.7
		CNA560XL	1.0	<0.1	1.0	1.0	<0.1	1.0	2.1
		CNA680	2.7	0.2	2.9	2.8	0.1	2.9	5.7
	Regional Jet	CL600	0.6	<0.1	0.6	0.6	<0.1	0.6	1.2
		EMB145	0.7	<0.1	0.7	0.7	<0.1	0.7	1.3
		EMB14L	1.8	0.0	1.8	1.8	<0.1	1.8	3.6
	Non-jet	CNA208	6.0	<0.1	6.1	6.0	0.2	6.1	12.2
Air Taxi total			**20.8**	**1.7**	**22.5**	**21.0**	**1.5**	**22.5**	**45.0**
General Aviation	**Jet**	CL600	1.0	<0.1	1.0	1.0	<0.1	1.0	2.0
		CL601	2.2	0.1	2.4	2.3	<0.1	2.4	4.7
		CNA55B	1.1	<0.1	1.1	1.0	<0.1	1.1	2.2
		CNA560XL	1.8	<0.1	1.9	1.8	<0.1	1.9	3.7
	Non-jet	CNA172	0.7	0.2	0.8	0.6	0.2	0.8	1.7
		CNA208	0.8	<0.1	0.8	0.8	<0.1	0.8	1.6
		DHC6	0.6	0.0	0.6	0.6	<0.1	0.6	1.2
General Aviation Total			**8.1**	**0.5**	**8.6**	**8.0**	**0.6**	**8.6**	**17.1**
Military	**Jet**	C17	0.1	0.0	0.1	0.1	<0.1	0.1	0.3
		LEAR35	<0.1	<0.1	0.1	0.1	0.0	0.1	0.2
	Non-jet	C130AD	<0.1	0.0	<0.1	<0.1	0.0	<0.1	<0.1
Military Total			**0.3**	**<0.1**	**0.3**	**0.3**	**<0.1**	**0.3**	**0.5**
Total			**984.3**	**173.7**	**1158.1**	**1027.7**	**130.4**	**1158.1**	**2316.1**

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