

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

**FINDING OF NO SIGNIFICANT IMPACT
and
RECORD OF DECISION**

Central Terminal Area Expansion
Supplemental Environmental Assessment
Dallas Fort Worth International Airport
Tarrant County, Texas

9/29/2026

I. INTRODUCTION

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

Attached to this FONSI/ROD is the Supplemental 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

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. In April 2024, a Finding of No Significant Impact and Record of Decision (FONSI/ROD) was issued by the FAA for the Central Terminal Area (CTA) Expansion Project (2024 EA). DFW is proposing to enlarge the Terminal F structure to increase total passenger gates at this terminal to 31 and construct a Terminal F Garage and Ticketing Facility.

IV. PURPOSE AND NEED

The purpose of the Proposed Project is to deliver exceptional customer experience by relocating the passenger check-in and processing from Terminal E (as was proposed in the 2024 EA) to Terminal F, and by replacing aircraft hardstand positions with contact gates. The proposed Terminal F Node 1, with an adjacent Garage and Ticketing facility, would streamline passenger processing, provide comfortable walking distances, intuitive wayfinding, and better connectivity to Terminal F.

The Project is needed to accommodate existing and forecast passenger demand at an acceptable Level of Service (LOS), enhance the roadways to and from the terminals and support efficient circulation of traffic. Furthermore, the Proposed Action is needed to meet DFW and Traffic Security Administration (TSA) setback distance recommendations at terminal curb frontages.

V. 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 deliver exceptional customer experience by relocating the passenger check-in and processing from Terminal E to Terminal F, and by replacing aircraft hardstand positions with contact gates, in order to accommodate existing and forecast passenger demand at an acceptable LOS, enhance roadways and support efficient circulation of traffic. 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 SEA.

No Action Alternative

The No Action Alternative (NAA) in this SEA is the Proposed Action in the 2024 EA (without the Terminal E support facilities). The NAA does not meet the stated purpose and need for this project but is carried forward in the analysis of environmental consequences in accordance with FAA requirements.

The NAA assumes Terminal F would only include the 22 gates approved in the 2024 EA. DFW would continue to support natural growth of airport operations; however, the use of hardstands would continue to affect overall customer experience and airline stakeholders. FAA approved the operations forecast which concluded that there is no increase in airport capacity due to the change of operations from hardstands to contact gates.

Proposed Action Alternative (Sponsor's Preferred Alternative)

The Proposed Action Alternative would include the construction of a Terminal F Garage and Ticketing Facility, expansion of Terminal F with Node 1, the conversion of hardstands to nine additional contact gates, modifications to Skylink and the construction of a new Skylink bridge with trusses, and the elimination of expansion and improvements at Terminal E, and the tunnel. Additionally, the Proposed Action would include staging and project support locations required to successfully implement and complete the construction activities.

Construction of the Proposed Action would include construction of the Terminal F Node 1 building, site grading, demolition of existing structures, construction of installation of utilities (potable water, sanitary sewer, stormwater, electrical, gas, jet fuel, telecommunications), construction of the Terminal F Garage and Ticketing building, construction drainage detention structures and conveyance pipes, construction of access roadways, entry and exit ramps connected to International Parkway. Construction is anticipated to begin in October 2026, or immediately after FAA review and completion of the NEPA process. Construction activities would be completed in April 2031.

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. In accordance with FAA NEPA guidelines, the construction and operational air emissions were estimated for the Proposed Action Alternative and compared to the air emissions evaluated in the 2024 EA. Consistent with the 2024 EA methodology, the air quality analysis for the Proposed Action in this SEA included construction and operational emissions inventories. The Proposed Action emissions would be from construction activities, motor vehicles, and aircraft operations. Criteria air pollutant emissions expected from the Proposed Action would include NO_x, VOCs (ozone precursors), CO, PM_{2.5}, PM₁₀, and SO_x.

The Dallas-Fort Worth Metropolitan area is classified as "severe" nonattainment for the 2008 8-hour O₃ standard and the resulting *de minimis* thresholds is 25 tpy for NO_x and 25 tpy for VOCs. The project-related construction and operational emissions would exceed the *de minimis* thresholds for both NO_x and VOCs. DFW compared project-related emissions to the 2024 Final General Conformity Determination and found that although the project-related emissions would exceed the *de minimis* thresholds for NO_x and VOCs, project-related emissions are consistent with the approved 2024 Final General Conformity Determination. 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 the general conformity coordination process for this Supplemental EA.

DFW prepared a Memorandum to the 2024 Final General Conformity Determination and submitted the emissions modeling data and memorandum to TCEQ for review and concurrence. The memorandum was prepared because annual emissions from the Proposed Action exceed General Conformity *de minimis* thresholds for severe ozone nonattainment areas for NO_x (in 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032 and 2036) and VOCs (in 2027, 2028, 2029, 2030, 2031, 2032 and 2036).

TCEQ reviewed the memorandum, emissions inventories, and supplemental emissions analysis to confirm that the revised project is not projected to exceed *de minimis* in a year that was not included in the approved general conformity determination and that ozone precursor emissions associated with the

revised project are projected to be no greater than those associated with the approved general conformity determination. Based on the supplemental emissions analysis provided, TCEQ concurs with FAA that a re-evaluation of conformity is not required; therefore, TCEQ's December 6, 2023, general conformity concurrence is still applicable.

Historic and Archeological Resources (Cultural Resources)

An above-ground cultural resources survey was conducted in support of the SEA. The following historic-age resources were documented within the Project's Area of Potential Effects (APE): International Parkway, two wayfinding pylons, Terminal E, and a data building. The Section 106 analysis concluded that no historic properties were present and there would be no adverse effects from the project on cultural resources, and Texas Historical Commission (THC) concurred.

Noise and Noise Compatible Land Uses

Under existing conditions, the 65 dB Day-Night Average Sound Level (DNL) contour extends beyond DFW primarily along the extended centerlines of the outboard parallel runways, reaching areas north of SH 26 and Bethel Road while remaining over compatible land uses such as airport property, parkland, and golf courses. The 70 dB DNL contour remains almost entirely on airport property, extending only slightly beyond the airport north of Runways 18R and 17C across SH 114. No noise-sensitive land uses, including residences, schools, churches, hospitals, nursing homes, libraries, or historic properties, are located within the existing 65 dB or greater noise contours. Areas affected include portions of Mariner Point Park, Cowboys Golf Club, and Bear Creek Golf Course, all of which are considered compatible recreational land uses.

Compared to the 2031 Proposed Action, the 2036 contours generally show modest reductions in overall noise exposure while maintaining a similar geographic pattern of noise distribution. Under the 2036 Proposed Action Alternative, overall contour sizes are slightly smaller than the 2031 Proposed Action due to increased use of quieter aircraft; however, some contour areas expand because of changes in runway use. The 65 dB contour would continue extending north and south along the outboard parallel runways, reaching Grapevine Lake on the west side and areas north of Bethel Road on the east, while remaining primarily over compatible land uses. Localized contour increases are associated with higher arrival activity on Runways 18R, 17C, 17L, 36L, 35C, and 35R, and increased departures from Runways 36R, 35L, 18L, and 17R. The 70 dB contour would still extend only slightly beyond airport property, primarily north of the outboard parallel runways across SH 114, with no indication of impacts to noise-sensitive land uses.

There is an area of residential land use south of Runway 35R that would be newly exposed to DNL 65 dB due to the Proposed Action Alternative when compared to the NAA in 2031. This area consists of 28 residential units in the 2031 contour of a multi-family apartment complex. The noise levels would increase by approximately 0.5 dB, bringing the previously mentioned multi-family residential units into the DNL 65 dB noise contour. While there is a change in the noise levels because of the Proposed Action, the increase is well below the significance threshold of 1.5 dB or greater change within the DNL 65 dB contour. Therefore, there is no significant noise impact due to the Proposed Action Alternative and no mitigation is required.

Water Resources (including Wetlands, Floodplains, Surface Waters and Stormwater Treatment)

There are no wetlands within the direct project area and support locations. There are wetlands adjacent to the eastern staging area, within approximately 0.1 miles of the Proposed Project eastern staging area. The proposed east staging area would support material storage and prefabrication operations; all contractor staging activities would be contained in the previously disturbed areas and would not encroach of wetlands or other sensitive environmental resources. The Proposed Action would comply with the construction general permit and implement best management practices (BMPs) to protect water quality, control erosion, and prevent the release of pollutants into surface waters discharging into the watershed associated with the wetland. Additionally, the contractor for the Proposed Action would implement a stormwater pollution prevention plan (SWPPP) and maintain all requisite erosion controls.

The Proposed Action would not include construction or site disturbance activities within areas designated as the 100-year floodplain or regulatory floodway. DFW evaluated the Proposed Action's potential indirect impacts to downstream areas as a result of the increase in impervious cover and determined that the stormwater detention structures would minimize the risk flooding and adverse impacts to downstream areas. As such, the Proposed Action includes the design and construction of underground detention structures that would provide stormwater storage capacity and allow DFW to slowly release stormwater to the watershed. The proposed underground stormwater detention structures would be designed to ensure that the post-development stormwater runoff from the project site would match the pre-development conditions. The stormwater runoff from the Proposed Action would be collected by surface drains, inlets and storm pipes connected to 96-inch and 120-inch main trunklines that discharge downstream to Bear Creek and Trigg Lake, which are located in areas designated as the 100-year floodplain (Zone A) and the regulatory floodway (Zone AE).

With the inclusion of the two stormwater detention structures with a total storage capacity of approximately 5.3-acre feet, the Proposed Action would not impact existing infrastructure, have a high probability of loss of human life, affect safe airport operations or encroach on the FEMA designated 100-year floodplain; therefore, public involvement per EO11988 is not required.

Under the Proposed Action Alternative, there would be site disturbances during construction, material delivery, and waste collection; additionally, there would be vehicle parking, fueling, and washing, as well as ground support equipment (GSE) and aircraft parking, fueling, cleaning, and deicing support services. The greatest potential impacts to water quality connected to the Proposed Action are associated with soil erosion, materials staging, and batch plant operations during the construction phase. Short-term impacts to surface waters can result from construction activities creating increases in sedimentation and turbidity levels downstream. These construction activities may include pavement demolition, grading, and excavation of subsurface utilities.

To manage the stormwater runoff associated with the project-related increase in impervious cover, DFW determined there was a need for underground stormwater detention structures. Two underground stormwater detention structures would be constructed: one would be located south of the Terminal F Garage and Ticketing development site and would provide 100,000 cubic feet (~2.3 acre-feet) of stormwater storage capacity. The second underground stormwater detention structure would be located

south of the proposed Terminal F Node 1 concourse and would provide 130,000 cubic feet (~3 acre feet) of stormwater storage capacity. The storage capacity of the proposed detention structures was based on using the Rational Method to analyze a 100-year, 24-hour storm event, with a rainfall depth of 9.175 inches in Tarrant County and reviewing data from NOAA ATLAS-14 to calculate the storage capacity needed to capture the stormwater volumes.

To protect water quality, the stormwater would be routed through the first flush system and through structural controls such as type-D inlets, sand and oil water separators, prior discharging to the underground detention basins and main stormwater collection system.

The Proposed Action would not adversely affect the existing velocities, create adverse conditions within the existing conveyance piping system, increase the 100-year floodplain, or increase the downstream inundation areas. The Proposed Action would comply with the guidelines and recommendations contained in the FAA AC 150/5320-5D Surface Drainage Design. Maintenance activities would include controls to clean pavement surface from any leaked fluids to reduce contamination of stormwater. See Appendix F of the SEA for Drainage Analysis Memorandum.

[Socioeconomics and Children's Health and Safety Risks including Surface Transportation](#)

The Proposed Action would not disrupt or divide any established community, cause relocations of residences or businesses, or produce a substantial loss in the community tax base.

Key considerations for access to the Terminal F Parking Garage from International Parkway include potential disruptions to local traffic patterns and corresponding reductions in roadway level of service. The Proposed Action may result in localized declines in level of service; however, these impacts are expected to remain within acceptable thresholds and are anticipated to be addressed through roadway improvements including the extension of roadway lanes, and construction of dedicated U-turn lanes, entry and exit ramps, and recirculation roadways. Modifications to the internal DFW roadway network would not reduce emergency response times to adjacent communities. Traffic access to the airport would continue via International Parkway.

Post-construction, there would be a slight increase in the number of vehicles accessing the airport roadways and to better understand the change in vehicle traffic volumes, DFW conducted a preliminary assessment to evaluate potential impacts of the proposed Terminal F Garage and Ticketing facility on traffic patterns and roadway level of service. DFW used the preliminary design and VISSIM models to assess the operational performance of the existing and proposed roadway design improvements. DFW prepared a traffic technical memorandum documenting methodology, assumptions, and findings. The traffic technical memorandum identified potential areas that would require access improvements and signage to minimize congestion and maintain the roadway performance at a level of service C, or better. By incorporating the design improvements and signage recommended by the assessment in Appendix G, the Proposed Project would not cause significant congestion or degradation of levels of service of the surrounding roadways. In addition, the NCTCOG and local transportation agencies continue to invest in public transit infrastructure, including rail and bus systems.

Accordingly, the Proposed Action is not expected to disrupt local traffic patterns and substantially reduce

the levels of services on airport roadways of roads serving the surrounding communities.

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. Section **Error! Reference source not found.** of the SEA describes 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, Land Use, Hazardous Materials, Natural Resources and Energy Supply, Visual Effects including Light Emissions, Groundwater (sole source aquifers), and Wild and Scenic Rivers.

VII. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency Coordination

FAA coordinated and consulted with TCEQ and THC during the development of the SEA.

Public Involvement

Based on the supplemental emissions analysis detailed in the memorandum to the General Conformity Determination, TCEQ concurred that a Reevaluation of Conformity was not required because in accordance with 40 CFR 93.157 Reevaluation of Conformity the construction and implementation of the Federal Action (DFW CTA Expansion Project) has been continuous since the issuance of the FONSI in April 2024, and the changes in the design and the scope of the overall proposed action would not result in an increase in emissions above the levels specified in the approved General Conformity Determination. Consistent with the General Conformity regulation's public participation requirements in 40 CFR Part 93.156, DFW and FAA completed the required public participation for the 2024 General Conformity Determination, NEPA and FONSI/ROD.

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. Standard applicable engineering controls and BMPs would be implemented to reduce air quality effects. All construction activities would be conducted consistent with all pertinent federal, state, and local laws, regulations, and standards as appropriate and/or adopted by DFW. DFW is committed to implementing BMPs to reduce public health and environmental effects during construction and operation of the Proposed Action to the extent practicable. 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 MMS for onsite recycling or construction and demolition debris,
 - Use of highly efficient off-road internal-combustion engine construction equipment that is EPA Tier-4 certified,
 - Use of ultra-low sulfur diesel fuel in diesel-powered construction equipment, where practicable,
 - Use of heavy-duty off-road diesel equipment with an engine model year of 2010 or later,
 - Use of heavy-duty alternative fuel vehicles with an engine model year of 2010 or later,
 - Limiting unnecessary idling times on diesel-powered engines, and
 - Use of Low- and Zero-Emission on-road vehicles as well as use electrically powered equipment rather than diesel power equipment, where available.
- Construction-related surface water quality impacts from stormwater runoff are minimized by BMPs as required by DFW's Design Criteria Manual Revised 2025 (DFW 2025). 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 (1) or more acres must comply with the TPDES permit conditions already established for DFW. A CGP SWPPP, and all associated requirements would be implemented for the Proposed Action. Additionally, the construction of the stormwater detention structures and connections to the first flush systems would ensure that runoff coefficients match pre-development conditions and any stormwater exposed to industrial activities is captured and treated, prior to leaving the airport facility. 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.
- The Design Criteria Package (DCP) will establish project standards including minimum roadway LOS requirements. Traffic modeling will be conducted to validate the design and ensure that both current and future LOS are maintained during construction and operations. The additional roadway improvements would include the following:
 - Right-hand exit to southbound International Parkway, that will allow the southbound users to access the Garage building on Level 1 and Level 4
 - Right-hand merge into northbound International Parkway for users exiting the Garage building from Level 1 and Level 3
 - Right-hand merge into southbound International Parkway for users exiting the Garage building from Level 1
 - Allow east exit users on Level 1 to merge with Terminal E egress traffic at the north U-turn, enabling recirculation or access to the south airport exit via southbound International

Parkway.

- The current International Parkway Enhancement Project would include:
 - South U-turn from southbound International Parkway to northbound International Parkway,
 - Right-hand exit from northbound International Parkway elevated road to Terminal E.
 - Terminal E recirculation road, and
 - North U-turn flyover for Terminal F users entering northbound International Parkway and Terminal E users exiting to southbound International Parkway providing a direct U-turn connection north of the Garage building.
- As design advances, all roadways will be designed to achieve a minimum LOS C. Roadway designs and changes to traffic patterns will be reviewed and approved by the DFW Traffic Engineer to ensure compliance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD).
 - A construction traffic management plan will be implemented to maintain traffic flow and minimize traffic congestion on International Parkway and roadways adjacent to staging areas. The construction traffic management plan will address potential traffic hazards during construction and would detail the measures signage, traffic cones, traffic signals, and flaggers to help ensure safe and efficient movement of traffic through the affected area. In addition, DFW will continue to notify the general public and emergency responders of the planned construction activities, roadway closures, and detours. Mitigation measures will be incorporated as necessary to not disrupt local traffic patterns and maintain efficient traffic flow on roads serving the surrounding communities, as well as new access roads and existing International Parkway connections.

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 SEA 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: 2026.09.30 14:00:30 -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.