

Final Supplemental Environmental Assessment (SEA)

Central Terminal Area Expansion Project: Terminal F Design Changes

Submitted By
Dallas Fort Worth International Airport

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FINAL SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (SEA)

Central Terminal Area Expansion Project

Dallas Fort Worth International Airport

Prepared for:

Texas Airport Development 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



This Supplemental Environmental Assessment, FAA Unique Identifier EAXX-021-12-ARP-1783431883 becomes a federal document when evaluated, signed, and dated by the Responsible FAA official.

**KRISTI M
PONOZZO**

A red, stylized digital signature is written over the name KRISTI M PONOZZO.

Digitally signed by KRISTI M
PONOZZO
Date: 2026.09.30 07:30:12 -08'00'

Responsible FAA Official

Date

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- Appendix D: Cultural and Historic Resources Survey Report and Section 106 Consultation and THC Concurrence for Terminal F Nodes and Parking Garage
- Appendix E: Noise Analysis Technical Report, July 2026
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ACRONYMS AND ABBREVIATIONS

AAD	Average Annual Day	GSE	Ground Support Equipment
AC	Advisory Circular	LOS	Level of Service
ACA	Airport Carbon Accreditation	mi ²	square miles
ACHP	Advisory Council on Historic Preservation	MOVES	Motor Vehicles Emissions Simulator
ACM	asbestos containing materials	MMS	Materials Management Site
ACT	Antiquities Code of Texas	MSW	Municipal Solid Waste
AEDT	Airport Environmental Design Tool	NAA	No Action Alternative
AFE	above field elevation	NAAQS	National Ambient Air Quality Standards
AIP	Airport Improvement Program	NAVAIDS	Navigational Aids
ALP	Airport Layout Plan	NE	Northeast
ALSF-II	Approach Lighting System with Sequence Flashing Lights	NEPA	National Environmental Policy Act
AOA	Airport Operations Area	NHPA	National Historic Preservation Act
APE	Area of Potential Effects	nmi	Nautical Miles
APM	automated people mover	NO ₂	Nitrogen Dioxide
APU	Auxiliary Power Units	NO _x	Nitrogen Oxides
AQCR	Air Quality Control Region	NPDES	National Pollution Discharge Elimination System
ARC	A.R. Consultants, Inc.	NPIAS	National Plan of Integrated Airport Systems
ASPM	Aviation System Performance Metrics	NPL	National Priorities List
BMP	best management practice	NRHP	National Register of Historic Places
CAA	Clean Air Act	NSA	Noise Study Area
CEQ	Council on Environmental Quality	O ₃	Ozone
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act	PALM	Potential Archeological Liability Map
CFR	Code of Federal Regulations	Pb	Lead
CGP	Construction General Permit	PFC	Passenger Facility Charge
CMMP	Contaminated Media Management Plan	PM	Particulate Matter
CO	Carbon Monoxide	PM ₁₀	Particulate matter with a diameter less than 10 micrometers
COVID-19	Coronavirus Disease 2019	PM _{2.5}	Particulate matter with a diameter less than 2.5 micrometers
CWA	Clean Water Act	PPA	Pollution Prevention Act
dB	Decibel	ppb	parts per billion
DFW	Dallas Fort Worth International Airport	ppm	parts per million
DNL	Day-Night Average Sound Level	PSL	Project Support Locations
EA	Environmental Assessment	RCRA	Resource Conservation and Recovery Act
eCUP	Electric Central Utility Plant	RFP	reasonable further progress
EPA	U.S. Environmental Protection Agency	RNG	Renewable Natural Gas
FAA	Federal Aviation Administration	ROD	Record of Decision
FFS	First Flush System	SH	State Highway
FIS	Federal Inspection Services	SHPO	State Historic Preservation Office
FONSI	Finding of No Significant Impact	SIP	State Implementation Plan
FR	Federal Register	SMP	Sustainability Management Plan
ft ²	square feet	SO ₂	Sulphur Dioxide
FY	fiscal year	SPCC	Spill Prevention, Countermeasures and Control Plan
GHG	Greenhouse Gases		
GI/LID	Green Infrastructure/Low Impact Development		

SW3P	Stormwater Pollution Prevention Plan	tpy	tons per year
SWS	Stormwater System	TRA	Trinity River Authority
TAF	Terminal Area Forecast	TSA	Transportation Security Administration
TARL	Texas Archeological Research Laboratory	TSCA	Toxic Substances Control Act
TASA	Texas Archeological Sites Atlas	TxDOT	Texas Department of Transportation
TCEQ	Texas Commission on Environmental Quality	TxVCP	Texas Voluntary Cleanup Program
TexN	Texas NONROAD	USACE	U.S. Army Corps of Engineers
THC	Texas Historical Commission	USC	U.S. Code
THSA	Texas Historic Sites Atlas	USCB	United States Census Bureau
TIA	Traffic Impact Analysis	VOC	Volatile Organic Compounds
TPDES	Texas Pollution Discharge Elimination System	WOTUS	Waters of the United States

EXECUTIVE SUMMARY

Project Sponsor

The Project Sponsor is the Dallas Fort Worth International Airport (DFW) Board, 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. 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 (**SECTION 1**).

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

Federal Actions

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

1. Unconditional approval of the modifications to the portions of the ALP that depict the Proposed Action subject to FAA review and approval pursuant to 49 USC § 47107(a)(16)(B) and shown in,
2. 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, and
3. 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).

Proposed Action

Section 1.4 describes the Proposed Action in detail. In addition to the continued implementation of the actions approved in the 2024 Final EA and FONSI, the Proposed Action would include the:

- Construction of the Terminal F Garage and Ticketing Facility and associated roadways
- Construction of the Terminal F concourse expansion (Node 1)
- Conversion of existing hardstands to contact gates at Terminal F and construction of apron pavement for the 9 contact gates
- Subsurface utilities and drainage infrastructure
- Structural modifications to the Skylink system, including removal of support pillars and construction of bridge piers and trusses
- Elimination (removed from scope) of tunnel and improvements to Terminal E.

Purpose and Need

The purpose and need for the Project are described in **SECTION 2**. 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.

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) (**Section 3.2**). 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, as described in **Section 3.3**, 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.

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. **Section 4.2** 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.

Air Quality

An air quality analysis was completed to estimate construction and operational emissions and determine the Proposed Project's potential air quality impacts (**Section 4.4**). 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). The Memorandum to the 2024 General Conformity Determination and the associated emissions inventories are included **Appendix C**.

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 (**Section 4.5**). 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. The Historic Resources Survey Report and THC concurrence letter are in **Appendix D**.

Noise and Compatible Land Use

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 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 (**Section 4.6**).

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

There are no wetlands within the direct project area and support locations (**Section 4.7**). 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** 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 (**Section 4.8**).

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.

Agency Coordination and Public Involvement

Agency Coordination

DFW coordinated with FAA, TCEQ, and THC during the development of the SEA (**Section 5.1**).

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 (**Section 5.2**).

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

<i>Air Quality Commitments</i>
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.
<i>Cultural</i>
Because no historic or archeological properties are present within the APE, there would be no impacts by the Proposed Action on cultural resources. No mitigation measures are necessary.
<i>Noise and Noise Compatible Land Uses Commitments and Mitigation</i>
The increase in noise levels as a result of the Proposed Action is well below the significance threshold of 1.5 dB or greater within the DNL 65 dB contour. Therefore, there is no significant noise impact due to the Proposed Action Alternative and no mitigation is required.
<i>Water Resources Commitments</i>
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.

Socioeconomic and Children's Health and Safety Risks including Surface Transportation

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.

SECTION 1 INTRODUCTION

This Supplemental Environmental Assessment (SEA) is prepared pursuant to the requirements of the National Environmental Policy Act (NEPA), and in accordance with Federal Aviation Administration (FAA) Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures*. The Proposed Action requires the FAA to approve a change to the Dallas Fort Worth International Airport (DFW) Layout Plan (ALP) and to approve applications for federal funding under the Airport Improvement Program (AIP), Airport Improvement Grant (AIG) and to impose and use Passenger Facility Charge (PFC) funds on certain project elements in accordance with FAA Order 5500.1 PFC funds, which are Federal actions addressed pursuant to NEPA. This Supplemental EA examines potential impacts associated with design modifications and schedule changes to the Terminal F design since 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 in April 2024 (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 (Proposed Project).

The purpose of this Draft Supplemental EA is to document substantial changes to the proposed action documented in the 2024 CTA EA and discuss new circumstances that are relevant to the CTA Expansion Project and have a bearing on the Project's environmental concerns or impacts. In accordance with the NEPA of 1969, this Preliminary Draft Supplemental EA is being prepared to update the environmental analysis in the 2024 CTA Final EA and FONSI/ROD.

In light of the approval of the Proposed Action in the 2024 EA and FONSI/ROD, the CTA Expansion Project, excluding the previously proposed Terminal E improvements, would be advanced by DFW, even if this Supplemental EA is not approved. Construction for the 22-gate Terminal F concourse began in November 2024, following NEPA clearance. During the planning and design process, DFW determined that the overall customer experience would not be optimal under the original concept and decided that the parking facility should be relocated closer to Terminal F to improve convenience. As a result, improvements to Terminal E were deemed no longer necessary.

Under NEPA, the FAA is required to consider potential environmental impacts before funding or approving projects over which it has authority. 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).

1.1 DFW Airport Context

The Project Sponsor is the DFW Airport Board, located in Dallas and Tarrant counties, Texas. DFW is a commercial service airport that currently encompasses 17,207 acres (approximately 27 square miles) in Dallas and Tarrant Counties, Texas. In the National Plan of Integrated Airport Systems (NPIAS, 2022) the FAA classifies DFW Airport as a large hub primary commercial service airport. **Figure 1-1** shows DFW's general location, surrounding areas, and terminals. DFW has six passenger terminals—A, B, C, D, E, and F (Terminal F is currently under construction), and its airfield system consists of seven runways separated by a spine road, International Parkway, which divides the east and west airfield complexes. DFW has four runways on the east airfield (13L/31R, 17C/35C, 17L/35R, 17R/35L) and three on the west side (13R/31L, 18L/36R, and 18R/36L) (**Figure 1-2**). DFW typically uses its north/south parallel runways for most arrivals

Figure 1-1. Project General Location Map

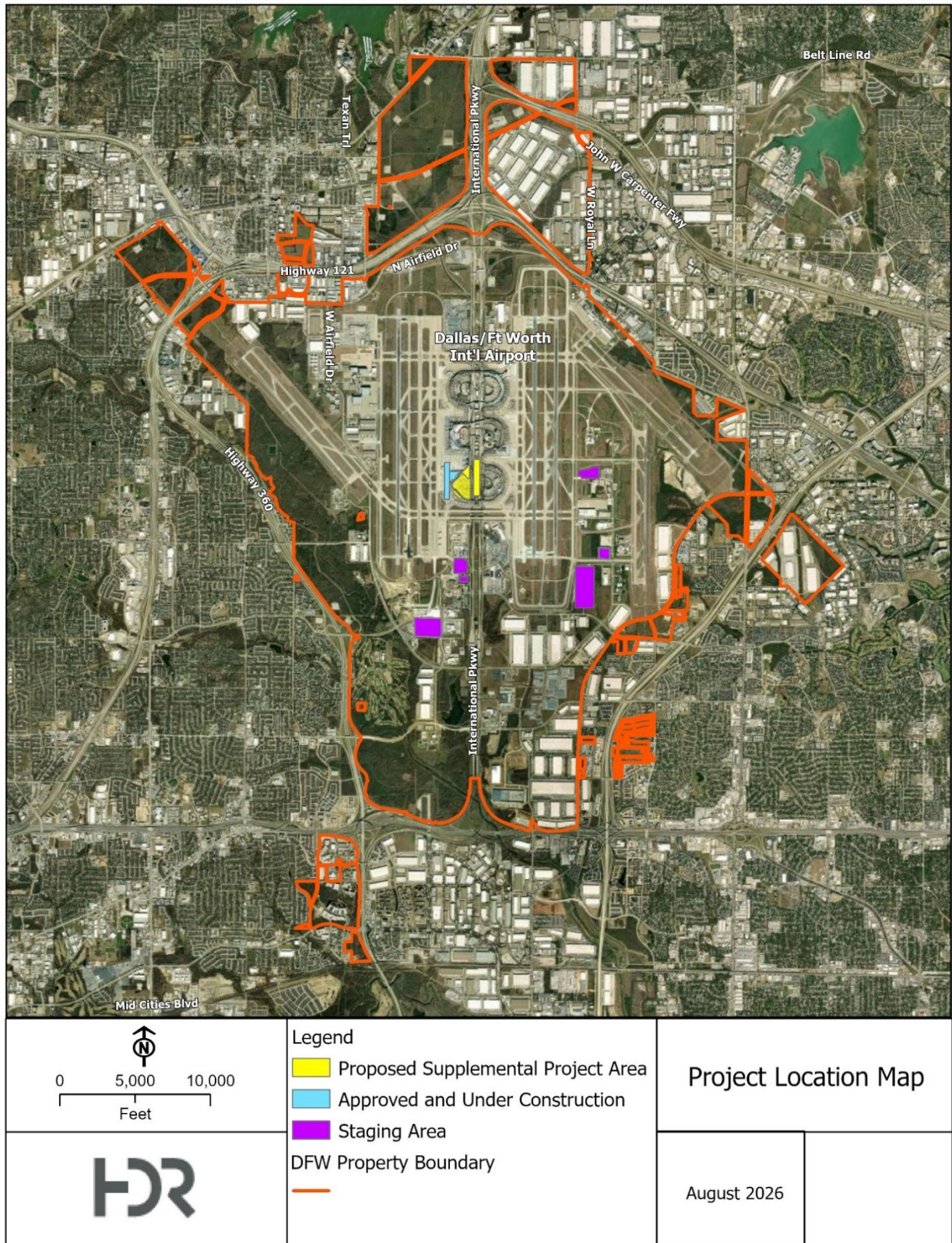
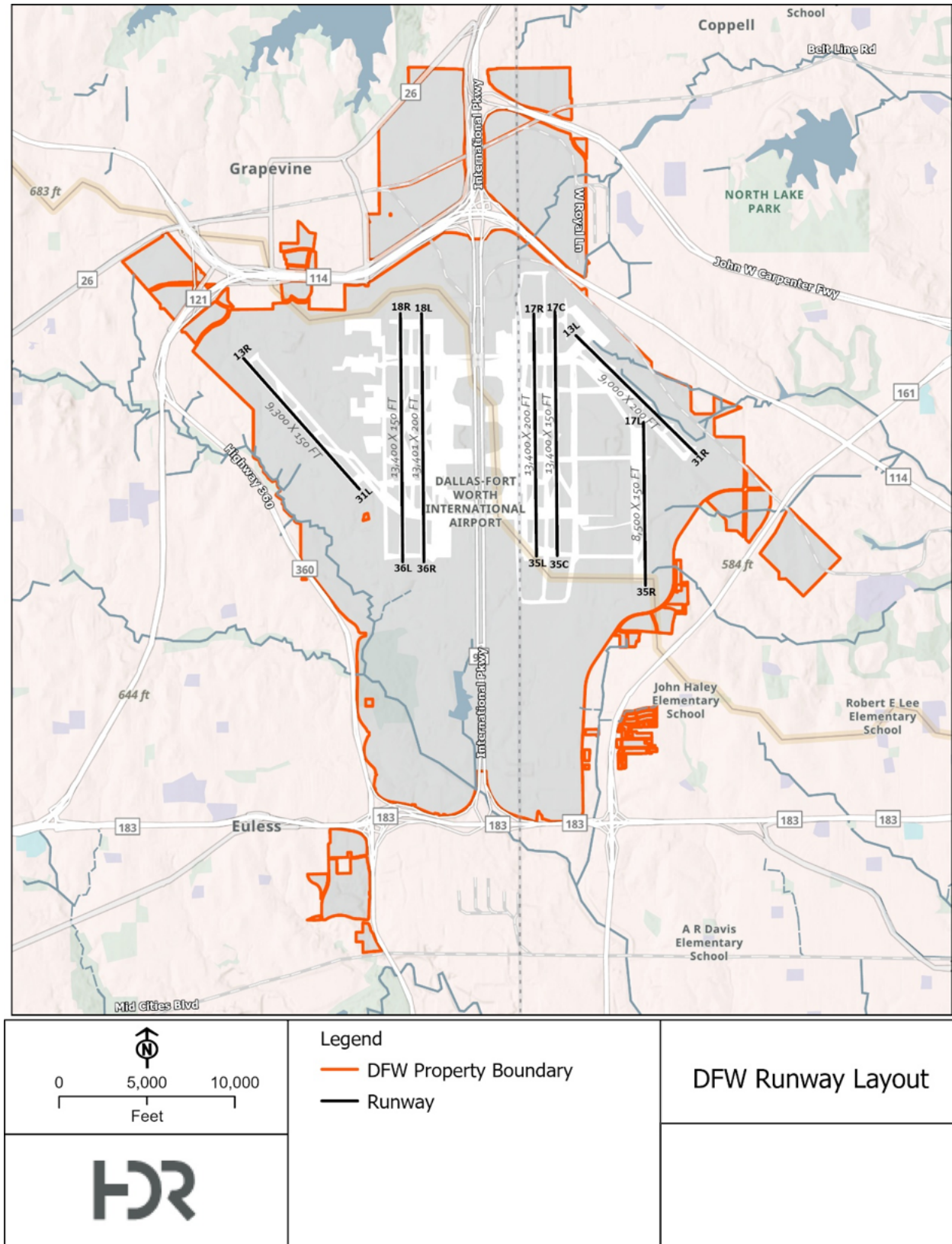


Figure 1-2. DFW Runway Layout



and departures. 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). Based on historical conditions, the Airport is operated in one of two main operating configurations – south flow (approximately 70 percent of the time) or north flow (approximately 30 percent of the time). Aircraft normally take off and land into the wind. However, runway end utilization can also be affected by aircraft type, type of activity, and if applicable, any airport runway use plans.

In 2025, DFW served approximately 86 million passengers and supported approximately 746,000 aircraft total operations. DFW is the primary airport servicing North Texas and the larger Central United States; it is an economic engine generating more than \$78 billion in annual economic impact¹. DFW is an essential component of the regional economy. According to the 2024 FAA Terminal Area Forecast (TAF²) by 2036, DFW could serve approximately 100 million passengers and support more than 960,000 annual aircraft operations.

1.2 Background and Context of Past Federal Actions

The CTA Expansion Project EA and General Conformity Determination was approved by FAA on March 15, 2024, and the FONSI/ROD was issued on April 2, 2024. The purpose of the 2024 CTA Expansion Project was to update and modernize the aging infrastructure, increase total passenger gates to accommodate forecasted growth and provide operational capacity, and enhance customer experience. Since the approval of the 2024 EA, Terminal F has undergone notable design changes: Terminal F is now proposed to be built in a single area, connected to the already approved Terminal F footprint. To date, the FAA has approved three written reevaluations for the CTA Expansion Project EA (2024 EA):

- September 17, 2024: The first reevaluation was for the addition of project support locations (PSLs) and modifications to staging yards used for the project.
- June 16, 2025: The second reevaluation approved the relocation of the Terminal F Skylink station and a slight reconfiguration of the terminal footprint.
- September 9, 2025: Reevaluation No. 3, assessed environmental impacts of the construction of Node 2, adding approximately 193,000 square feet (ft²) of building space to Terminal F. Node 2 includes passenger circulation areas, gate lounges, gate house, concessions, restrooms, outbound airline baggage handling and tug and cart circulation areas. Node 2 also includes operation spaces and building infrastructure systems necessary to support the full terminal buildout.

1.3 Federal Actions

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

1. Unconditional approval of the modifications to the portions of the ALP that depict the Proposed Action subject to FAA review and approval pursuant to 49 USC § 47107(a)(16)(B) and shown in,
2. 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, and
3. 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

¹ [Fast Facts Infographic Feb 2026 Letter size.jpg \(3300x2550\)](#)

² FAA Terminal Area Forecast (TAF) downloaded 1-31-2026 at <https://taf.faa.gov/Home/RunReport>

assist with construction of potentially eligible items shown on the Airport Layout Plan (ALP).

1.4 Project Description

In addition to the continued implementation of the actions approved in the 2024 Final EA and FONSI, the Proposed Action described in this Supplemental EA (**Figure 1-3**) would also include the:

- Construction of the Terminal F Garage and Ticketing Facility and associated roadways
- Construction of the Terminal F concourse expansion (Node 1)
- Conversion of existing hardstands to contact gates at Terminal F and construction of apron pavement for the 9-contact gates
- Subsurface utilities and drainage infrastructure
- Structural modifications to the Skylink system, including removal of support pillars and construction of bridge piers and trusses
- Elimination (removed from scope) of tunnel and improvements to Terminal E

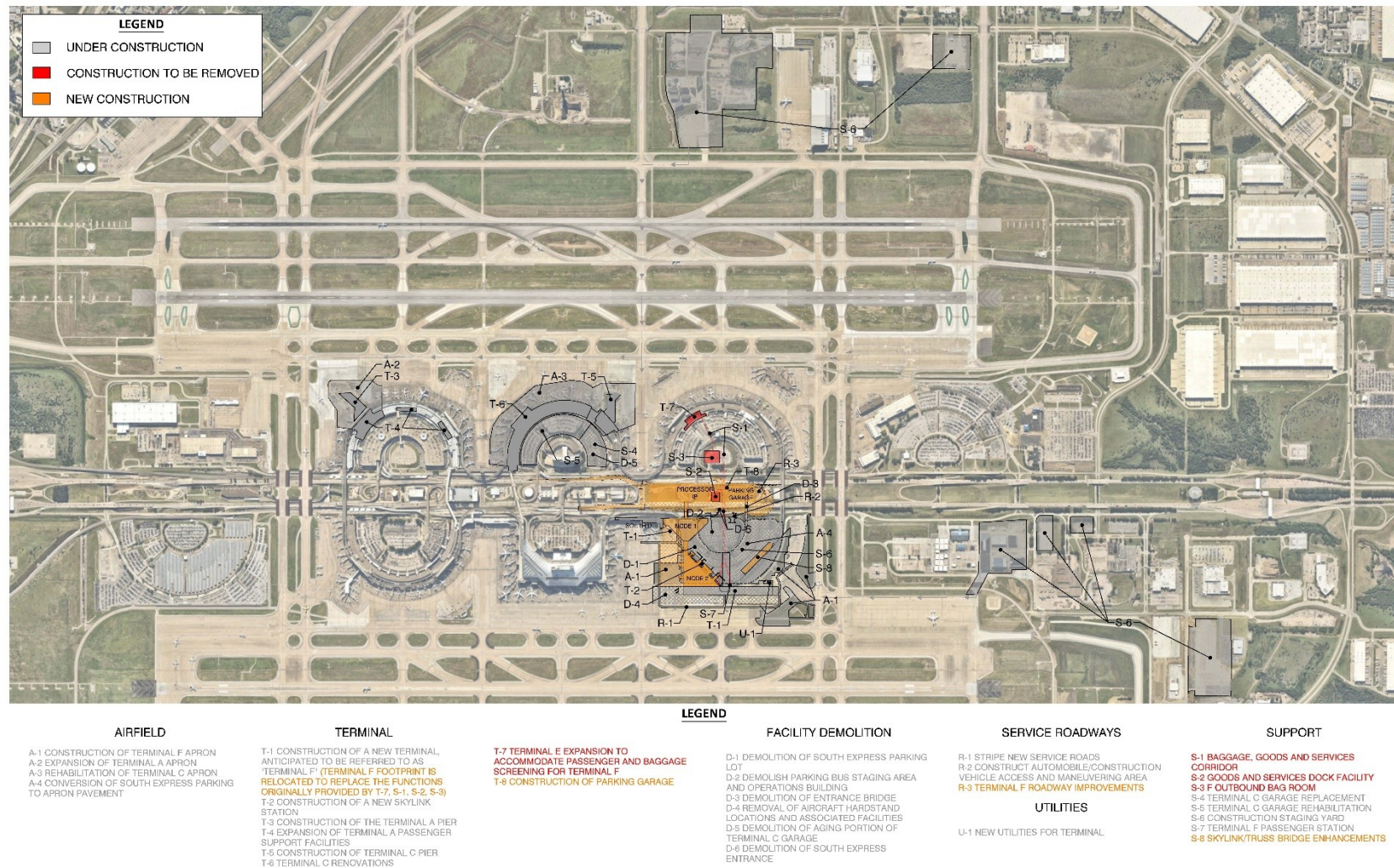
The key elements of the Proposed Action are discussed in the sections 1.4.1 through 1.4.5.

1.4.1 Terminal F Garage and Ticketing Facility

The proposed Terminal F Garage and Ticketing facility would provide a multi-level public parking garage with landside access including internal passenger drop-off and pickup areas and queueing, with elevators, escalators, stairs, and accessible routes (**Figure 1-4**). An enclosed ticketing and check-in area would provide airline check-in, baggage handling/claims, passenger support spaces, a direct, weather-protected pedestrian bridge connecting to the Transportation Security Administration (TSA) security checkpoints, main Terminal F concourse, and Skylink. New and modified ingress and egress ramps would facilitate safe vehicle movements in and out of the proposed garage to the northbound and southbound International Parkway. Additionally, DFW would install adequate wayfinding signage and light systems to support internal circulation and recirculation vehicle movements. The proposed Garage and Ticketing facility would also include dedicated areas for commercial vehicles and ridesharing drivers, airport shuttle buses, and pedestrians. Utility relocations/protections and new services (power, communications, water, wastewater, and stormwater) would be constructed, installed, and tested with oversight from the specific utility providers. DFW would construct new stormwater conveyance infrastructure, water quality structural controls, landscaping, lighting, and secure Intelligent Transportation Systems (ITS).

The proposed Terminal and Garage facilities would enhance landside capacity, improve circulation and wayfinding. The proposed Node 1 concourse would provide modern amenities and facilitate efficient connections to both the main Terminal F concourse and the Airport's inter-terminal transit system, SkyLink. **Section 2.0** describes the purpose and need for the Proposed Action.

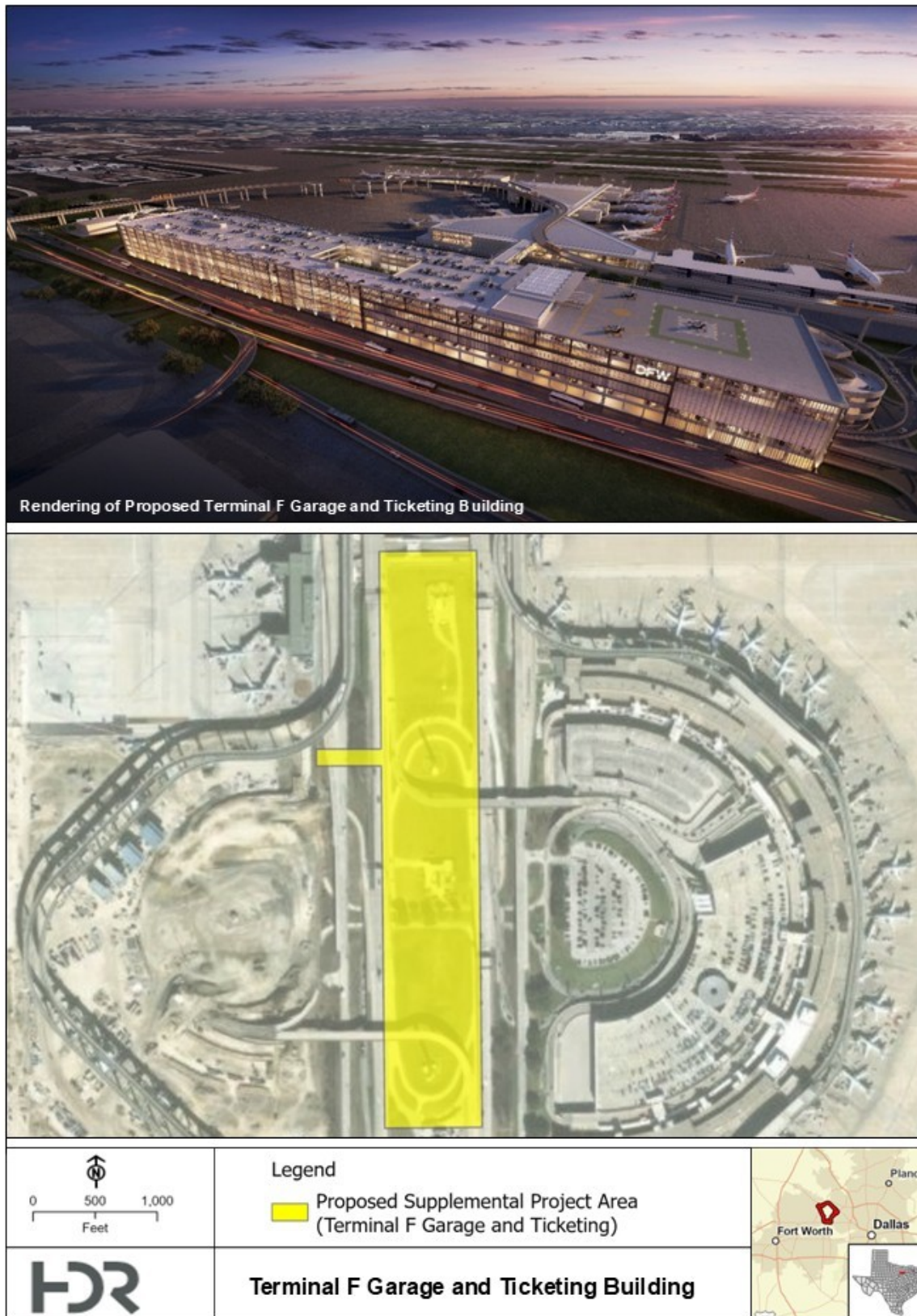
Figure 1-3. Supplemental EA Proposed Action and Eliminated Scope Items



Date: September 18, 2026
Source: Dallas Fort Worth International Airport

NEPA Proposed Actions

Figure 1-4. Proposed Terminal F Garage and Ticketing Building



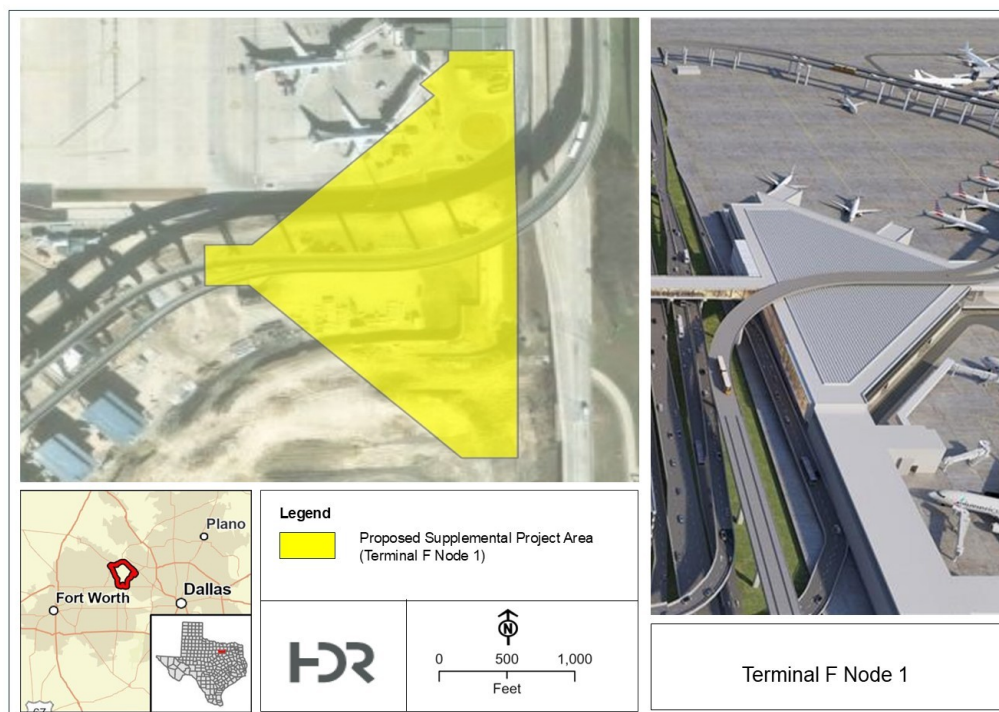
1.4.2 Terminal F Node 1

The Proposed Terminal F Node 1 would include the construction of a multi-level terminal concourse extension that would physically connect Terminal F (Phase 1) to Terminal D (**Figure 1-5**). Terminal F Node 1 would house TSA passenger screening, concessions, associated support spaces, Federal Inspection Services (FIS) facilities, gate lounges, and other services. Additionally, the proposed Terminal F Node 1 building would provide spaces and systems to support inbound/outbound baggage systems. These spaces would include checked baggage screening, conveyance, sortation, makeup for outbound flows, and inbound baggage conveyance to public claim with provisions for oversized/odd-sized items. It would also include baggage control rooms, maintenance, and tug/cart interface areas, as required. The Proposed Project would provide areas for queuing and passenger circulation, information desks and assistance points, wheelchair-accessible routes, and associated seating areas.

Additionally, Node 1 would include a TSA passenger security screening checkpoint sized to meet design day throughput with spaces for queuing, divest and re-composure areas, and support rooms. Retail concession and passenger amenities, such as food and beverage spaces with associated storage, waste management, restrooms and family/companion care facilities, water bottle filling stations, and passenger seating areas would be provided within Terminal F. The Node 1 building would also include essential systems and support spaces, such as mechanical, electrical, plumbing, and fire protection rooms; telecommunications and information technology (IT) facilities, building automation systems, emergency power, janitorial and loading/servicing areas; and staff support, administrative, and operations offices.

The Proposed Terminal F Node 1 would provide vertical circulation and wayfinding. Elevators, escalators, stairs, and clear wayfinding and Flight Information Display/Public Address (FIDS/PA) systems would be integrated with Terminal F standards. Structural and architectural provisions would be made to tie into Terminal F Node 2, including life safety separations and smoke control strategies. Final interface details to be confirmed in design.

Figure 1-5. Proposed Terminal F- Node 1



1.4.3 *Conversion of Hardstands to Contact Gates and Construction of Apron Pavement for the Contact Gates*

The proposed modification would shift hardstand operations to additional contact gates at Terminal F. The modifications benefit the passenger experience through fewer required busing operations, increased airfield safety, optimized aircraft staging to improve resilience to weather-related disruptions, and increased access to amenities in the terminal. The reconfiguration of ten hardstand positions to nine contact gates at Terminal F would not result in an increase in overall airport capacity and would not increase aircraft operations beyond levels previously approved. Rather, this change would reallocate existing operational activity from remote hardstand positions to contact gates, thereby improving passenger convenience and overall travel experience at DFW without inducing additional demand.

1.4.4 *Proposed Skylink Bridge and Structural Enhancements*

The proposed Skylink structural modifications include three new bridge piers that would be constructed to support the replacement truss structure (see **Figure 1-6**). Two piers would be located outside the Taxilane Obstacle Free Areas (TOFAs), with a third center pier constructed between the taxilanes (see Appendix D, pp. 32-44). Following installation of the support piers, two new steel truss structures would be constructed and installed in sections on the new piers and existing Skylink track supports. The sections would then be connected to form two approximately 200-foot-long spans. Once the new trusses are in place, Skylink system loads, including the guideway and operating vehicles, would be transferred from the existing reinforced concrete bents to the new truss structures. The load transfer would occur incrementally, one structural bent at a time, to maintain system stability and operations. After loads have been successfully transferred, each existing concrete bent would be removed using hydraulic jacks and concrete saws. The demolition would proceed sequentially as each bent is taken out of service. Upon removal of the final concrete bent, the primary bridge replacement work would be complete. The remaining Skylink system modification activities would include installation of bridge lighting, reconstruction of taxilane pavement beneath the structure, and construction of crash-wall protection around the new truss piers.

The construction of the proposed modifications to the Skylink system would begin with the construction of pier foundations in the first quarter of 2027, after FAA review and completion of the NEPA process. The load transfer to the new trusses would be completed by the end of the first quarter of 2029.

1.4.5 *Elimination of Tunnel, Support Buildings, and Improvements to Terminal E*

Implementation of the proposed Terminal F Garage and Ticketing and Terminal F Node 1 would eliminate the need to expand and improve Terminal E or construct the two separate buildings for bag-processing and service docks, as identified in the 2024 EA and FONSI/ROD. **Figure 1-7** shows the project improvements associated with the Proposed Action, as well as the scope items that were eliminated from the Proposed Action.

Figure 1-6. Location of Proposed Skylink Structural Modifications

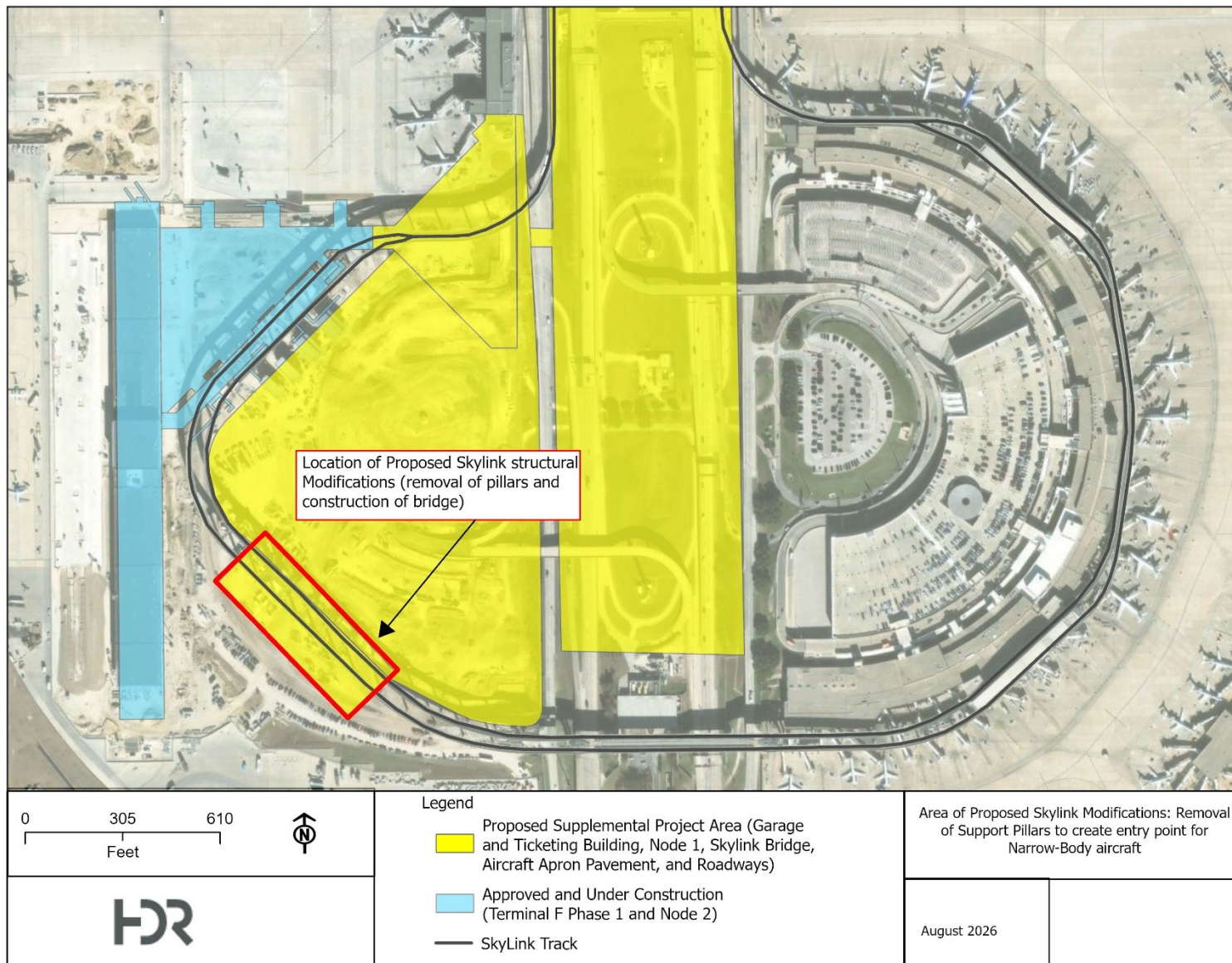
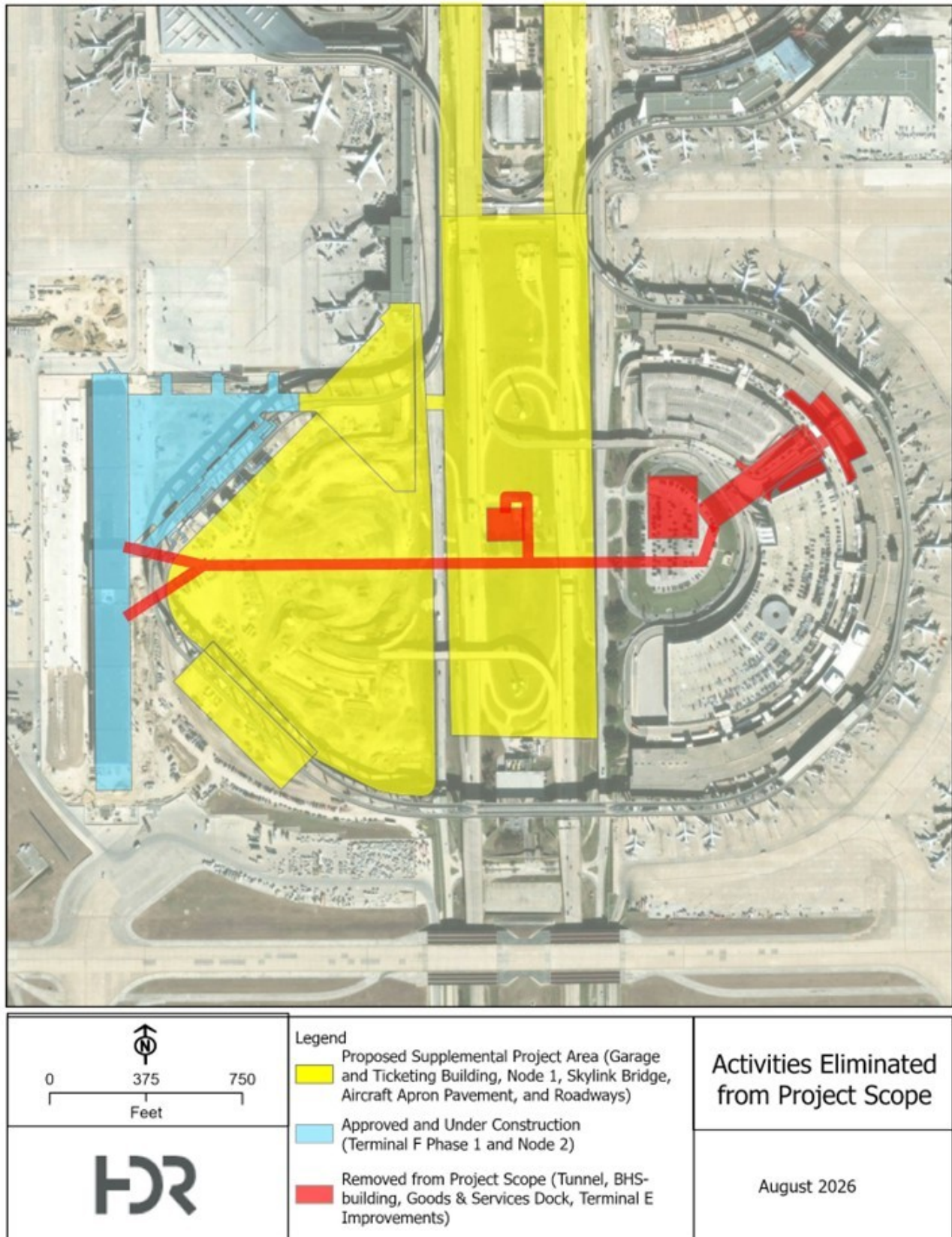


Figure 1-7. Supplemental EA Proposed Action and Eliminated Improvements



SECTION 2 PURPOSE AND NEED

The purpose and need for this Supplemental EA is consistent with the purpose and need for the approved 2024 EA. The purpose and need for the Supplemental EA serves as the foundation for identifying reasonable alternatives to the Proposed Action and comparing the impacts of such alternatives. For a potential alternative to be considered viable and carried forward for detailed evaluation in this Supplemental EA, that alternative must address the purpose and need as provided below from the 2024 EA.

2.1 Purpose

The 2024 EA identified the purpose of the Proposed Action was to develop modern facilities and infrastructure necessary to accommodate the forecasted growth of commercial service operations and deliver exceptional customer experience by incorporating the latest technology and customer experience recommendations³ in accordance with Airport Cooperative Research Program (ACRP) Report 25: Airport Passenger Terminal Planning and Design, Volume 2: Spreadsheet Models and User's Guide (2010), ACRP Report 157: Improving the Airport Customer Experience (2016), and the DFW 2021-2024 Strategic Plan (DFW 2023). The purpose of the Proposed Project, is to deliver exceptional customer experience by relocating the passenger check-in and processing from Terminal E, as originally proposed, 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.

2.2 Need

The 2024 EA stated the need for the Proposed Action was to meet the forecasted passenger operational demand for new gates. To that end, the proposed modifications include infrastructure to support passenger processing and access to the already approved concourse and seeks to replace existing hardstands with contact gates.

The Proposed Action 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 TSA setback distance recommendations at terminal curb frontages.

2.2.1 Passenger Forecast Aircraft Operations

DFW has experienced substantial recovery from the effects of the Coronavirus Disease 2019 (COVID-19) pandemic, with approximately 69.6 million passengers served in Fiscal Year (FY) 2022 and approximately 76.4 million passengers in FY 2023. This increase represents a 9.8 percent year-over-year growth in passenger activity. Based on aviation demand forecasts, approximately 210 contact gates are required to accommodate projected passenger operations at DFW by the year 2036.

Following approval of the 2024 EA, the Terminal F development was reevaluated to determine whether structural modifications to SkyLink support columns could allow accommodation of narrow-body aircraft. The subsequent analysis determined that selective adjustment and removal of SkyLink columns would provide adequate aircraft clearance for narrow-body aircraft

³ ACRP recommendations for improving and delivering exceptional customer experience include local culture and sense of place, streamlining passenger processing, both domestically and internationally (e.g., check-in, security screening, customs and immigration inspection), customized and reduced stress experiences through technology/mobile apps, comfortable walking distances, natural light, and cleanliness, intuitive wayfinding, multimodal connectivity in the transportation network and better connectivity between terminals, airports are destinations (food, shopping, lounges, and comfortable work areas), family restrooms, mother rooms, free Wi-Fi connection, workstations, charging stations, and power outlets.

maneuvering around the concourse providing access to the eastern portion of the project site. Accordingly, a revised development concept was identified that would enable Terminal F to expand to 31 gates and support international arrivals.

To enable access to this infield area and unlock the potential gate expansion, modifications would be made to the existing Skylink tracks to enable clearance under the tracks for a Group III aircraft (B737 and A320 families) dual-taxilane configuration. After several options were studied, a concept which provides a dual 200-foot span bridge truss structure was selected.

DFW has historically relied on hardstand operations to support aircraft activity due to airline operational preferences and limited availability of international contact gates. Under the revised Terminal F configuration evaluated in this Supplemental EA, up to nine additional contact gates are proposed in addition to the 22 contact gates previously approved, resulting in a total of 31 contact gates. Reallocating international operations from hardstands at Terminal D to contact gates at Terminal F would improve passenger LOS and enhance operational efficiency within the CTA.

2.2.2 Forecast Aircraft Operations

This Supplemental EA is in alignment with DFW's approved operations memo from April 2023 and is further clarified in the Supplemental Operations Forecast Memorandum which was approved by FAA on April 3, 2026 (**Appendix A**).

The environmental impact analysis for the Supplemental EA was based on aircraft operational levels developed for the approved 2024 EA and forecast conditions for two future project years: 2031 and 2036. For purposes of this analysis, 2031 represents the implementation year for the project components, including the additional gates evaluated in the Supplemental EA. The year 2036 represents the implementation year plus five years and is used to evaluate longer-term operational conditions.

The 2024 EA forecasting analysis was based on the 2021 FAA TAF and included increases in both widebody and narrowbody aircraft operations for the 2031 and 2036 analysis years. At the time the forecast was prepared, it was anticipated that, as narrowbody operations transitioned to new gates at Terminal F, widebody and multiuse gates at the existing terminals would become more available. As previously described, however, the revised Terminal F plan incorporates additional accommodation for widebody aircraft within the 22 gates previously approved, as well as nine additional narrowbody contact gates.

The FAA 2024 TAF released in March 2025 was the basis for projected operations. Using the 2024 FAA TAF, DFW developed operational scenarios with various fleet mixes to cover the future implementation years analyzed in this Supplemental EA. **Table 2-1** shows the forecast annual aircraft operations as well as the AAD aircraft counts for the No Action and Proposed Action Alternatives in 2031 and 2036 (see Operations Memo in **Appendix A**).

Table 2-1. Forecast Annual and Average Annual Day Aircraft Operations

Alternative	Modeling Scenario	Air Carrier	Air Carrier Cargo	Air Taxi	Air Taxi Cargo	General Aviation/Military	Total
No Action	2031	762,402	29,770	22,684	1,492	6,729	823,078
	AAD 2031	2,088.8	81.6	62.1	4.1	18.4	2,255.0
Proposed Action	2031	830,785	29,799	24,869	1,465	6,593	893,512
	AAD 2031	2,276.1	81.6	68.1	4.0	18.1	2,448.0
No Action	2036	794,371	29,780	1,178	1,486	6,648	833,463
	AAD 2036	2,170.4	81.4	3.2	4.1	18.2	2,277.2

Alternative	Modeling Scenario	Air Carrier	Air Carrier Cargo	Air Taxi	Air Taxi Cargo	General Aviation/Military	Total
Proposed Action	2036	925,031	29,783	1,601	1,486	7,702	965,603
	AAD 2036	2,527.4	81.4	4.4	4.1	21.0	2,638.3

Source: DFW Operations Memo 2026, DFW 2026

Notes: For each alternative, the additional operations are determined by the delta between the Proposed Action and No Action operations.

SECTION 3 ALTERNATIVES

Consistent with FAA Orders 1050.1G, *Environmental Impacts Policies and Procedures*, and 5050.4B, *Implementing Instructions for Airport Actions*, the 2024 EA included a comprehensive and objective evaluation of a full range of alternatives. This evaluation addressed the Proposed Action, the No Action Alternative (NAA), and all reasonable alternatives that met the purpose and need, in accordance with applicable FAA guidance.

This document serves as a supplement to the 2024 EA and does not replace or re-open the full alternatives analysis previously completed. However, to ensure continued compliance with NEPA and FAA orders and to account for any relevant changes in conditions or project elements since publication of the 2024 EA and FONSI/ROD, this supplement includes a focused review of alternatives, as appropriate. This review confirms that the original range of alternatives and associated screening processes remain valid, while also documenting any additional considerations necessary to support the updated analysis presented herein.

3.1 Rationale for the Build Alternative

The 22-gate Terminal F concourse approved in the 2024 EA and FONSI/ROD is located west of the Skylink people-mover. Previously, Terminal F support services, such as parking, check-in, passenger processing, and baggage handling were to be provided at Terminal E. A tunnel connecting Terminals E and Terminal F was to be constructed to support future operations. As DFW advanced the Terminal F project design-build process, the airport and airline stakeholders determined that locating passenger processing and support services at Terminal E would not align with passenger expectations and airline needs. Therefore, DFW evaluated cost-effective design options that would achieve key objectives, including maintaining acceptable passenger and baggage connection times, as well as ensuring convenient access to parking, concessions, and restrooms. DFW also revisited the alternative to realign SkyLink to provide access to developable space; this alternative was again dismissed due to cost and impacts to SkyLink operations. However, a design-option to modify the Skylink structural support columns was deemed acceptable because of lower construction costs and short-term operational impacts. DFW concluded that the modifications to Skylink and removal of select structural support columns would provide adequate space for narrow-body aircraft to access the proposed Terminal F Node 1 concourse, without compromising the structural integrity of the Skylink system. The proposed Terminal F Node 1 would be an expansion of Terminal F with access to six narrow-body aircraft contact gates. Terminal F Node 1 would physically connect Terminal F to both the existing Terminal D building, and to the proposed Garage and Ticketing Building.

To provide the support services originally planned for Terminal E, DFW evaluated the option to construct a standalone garage facility to meet the demand for terminal parking and also provide check-in amenities that would enhance customer experience. DFW selected a 12-acre undeveloped site between northbound and southbound International Parkway, east of Terminal F, as the location for the proposed Garage and Ticketing building. The proposed Garage and Ticketing building would also include roadway improvements, access and exit ramps, subsurface utilities, lighting, signage, and drainage infrastructure. Existing structures deemed obsolete would be demolished; utility conflicts would be coordinated with appropriate stakeholders and relocated as needed. Changes and potential impacts to FAA infrastructure and equipment would be coordinated with the responsible FAA lines of business.

3.2 No Action Alternative

FAA Order 1050.1G requires inclusion of a No Action Alternative (NAA) in the NEPA analysis and documentation. The NAA is used to evaluate the effects of not constructing the Proposed Action, thus providing a basis against which action alternatives may be evaluated. The NAA in this

Supplemental EA 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 No Action scenario 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 (**Appendix A**).

To satisfy the intent of NEPA, FAA Order 1050.1G: *Environmental Impacts Policies and Procedures*, and FAA Order 5050.4B: *Implementing Instructions for Airport Actions*, the NAA is carried forward in the analysis of environmental consequences.

3.3 Proposed Action (Sponsor Preferred Alternative)

The Proposed Action Alternative, which is the Sponsor's Preferred 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. **Table 3-1** shows a breakdown of the proposed construction schedule.

Table 3-1. Proposed Construction Schedule

Project Activity/ Phase	Estimated Start Date (Month and Calendar Year)	Estimated End Date (Month and Calendar Year)
Terminal F Batch Plant	October 2026	December 2030
Terminal F– Node 1	October 2026	December 2029
Terminal F Garage and Ticketing	January 2027	June 2030
Terminal F Roadways	January 2027	December 2029
Terminal F Baggage Handling System	June 2027	December 2029
Terminal F Skylink Bridge and Structural Enhancements	January 2027	January 2029
Terminal F Infield Paving and Apron	October 2026	April 2031

Source: DFW Airport Planning Department.

3.3.1 Proposed Terminal F and Garage/Ticketing Building

The Terminal F Node 1 building would be approximately 567,000 square feet. The multi-story Terminal F Garage and Ticketing building would provide approximately 6,000 parking spaces. The proposed garage's proximity to Terminals E and F would not disrupt existing access to Terminal E as vehicles would utilize northbound and southbound International Parkway. The

garage location directly adjacent to Terminal F would provide an equitable passenger experience, since terminals A, B, C, D and E already include passenger processing, nearby parking, TSA screening, and baggage claim facilities.

3.3.2 *Proposed Skylink Bridge and Structural Enhancements:*

The Skylink bridge construction approach involves a complex, carefully phased sequence to maintain Skylink operations while replacing the existing bridge structure. The proposed Skylink structural improvements include:

1. **New Bridge Pier Construction** – Three new bridge piers would be constructed to support the replacement truss structure. Two piers would be located outside the Taxilane Obstacle Free Areas (TOFAs), with a third center pier constructed between the taxilanes.
2. **Truss Installation** – Following completion of the piers, two new steel truss structures would be erected in sections and placed on the new piers and existing Skylink track supports. The sections would then be connected to form two approximately 200-foot-long spans.
3. **Load Transfer** – Once the new trusses are in place, Skylink system loads, including the guideway and operating vehicles, would be transferred from the existing reinforced concrete bents to the new truss structures. This transfer would occur incrementally, one structural bent at a time, to maintain system stability and operations.
4. **Removal of Existing Concrete Bents** – After loads have been successfully transferred, each existing concrete bent would be removed using hydraulic jacks and concrete saws. The demolition would proceed sequentially as each bent is taken out of service. Upon removal of the final concrete bent, the primary bridge replacement work would be complete.

The remaining Skylink system modification activities would include installation of bridge lighting, reconstruction of taxilane pavement beneath the structure, and construction of crash-wall protection around the new truss piers. The construction of the proposed modifications to the Skylink system would begin with the construction of pier foundations in the first quarter of 2027, after FAA review and completion of the NEPA process. The load transfer to the new trusses would be completed by the end of the first quarter of 2029. The anticipated construction schedule would be evaluated and accelerated to meet DFW and airline needs. The Skylink Structural Enhancements are depicted in **Appendix D** (Historic Resources Survey, Appendix B, pp. 32-44).

3.3.3 *Elimination of Expansion and Improvements to Terminal E and Tunnel*

The following project scope items were removed from the Proposed Action due to project design refinement:

- The expansion of Terminal E and build-out of a vacant infill surface parking area (See **Figure 1-3: DFW CTA Expansion Project Components and Eliminated Scope Items**).
- The connector tunnel and corridor between Terminals E and F

SECTION 4 **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

The FAA Orders 1050.1G and 5050.4B state that the affected environment section of an EA should succinctly describe only those environmental resources that the Proposed Action and its reasonable alternatives are likely to affect. This section describes the study area around the Project site at DFW and the resources located within the area. **SECTION 4** also discusses the environmental consequences, and potential mitigation measures to offset and minimize impacts.

4.1 Environmental Setting

Pursuant to FAA Order 1050.1G, Section 4 describes the environmental conditions of the potentially affected area. The Affected Environment includes the area within and in the vicinity of the Supplemental CTA Expansion Project area as shown on **Figure 1-3**. The Study Area is the same as that evaluated for the Proposed Project in the 2024 EA with the exception of cultural resources, which is described in **Section 4.5**.

4.2 Resources 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. The following environmental resources are not present within the Proposed Action site or the categories are not otherwise applicable to the proposed action and alternatives; therefore, they are not carried forward for detailed evaluation in this Supplemental EA:

- Biological Resources
- Coastal Resources
- U.S. Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund Act, Section 6(f)
- Land Use
- Hazardous Materials
- Prime or Unique Farmland
- Visual Effects, including Light Emissions
- Natural Resources and Energy Supply
- Groundwater (Sole Source Aquifer)
- Wild and Scenic Rivers

4.3 Resources Present and Evaluated in this Supplemental EA

The following resources were evaluated in the 2024 EA and are evaluated further in this Supplemental EA due to their potential to be affected by the implementation of the Proposed Action:

- Air Quality
- Historic and Archeological Resources (Cultural Resources)
- Noise and Compatible Land Use
- Water Resources (including Wetlands, Floodplains, Surface Waters and Stormwater Treatment)
- Socioeconomics and Children's Health and Safety Risks including Surface Transportation

4.4 Air Quality

4.4.1 *Background and Existing Conditions*

FAA Orders 5050.4B and 1050.1G establish the procedures for evaluating air quality impacts and compliance with applicable Clean Air Act (CAA) requirements. Because substantial changes to

the Proposed Action and new circumstances relevant to the Proposed Action have arisen, an updated detailed air quality analysis is required.

In accordance with the CAA, the U.S. Environmental Protection Agency (USEPA) sets standards and policies to achieve and maintain acceptable air quality conditions nationwide. These standards, known as the National Ambient Air Quality Standards (NAAQS), apply to six air pollutants (known as “criteria air pollutants”) which represent outdoor concentrations that are considered safe for the human and natural environments. The criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), fine and coarse particulate matter (PM_{2.5} and PM₁₀), sulfur dioxide (SO₂) and lead (Pb).

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.” Areas designated as “non-attainment” are required to prepare regional air quality plans, which set forth a strategy for bringing an area into compliance with NAAQS. These regional air quality plans developed to meet air quality standards 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 timelines. The Texas Commission on Environmental Quality (TCEQ) is responsible for developing the SIP to ensure Texas complies with the CAA and meets the EPA’s specified deadlines to comply with NAAQS.

The Proposed Action is in Dallas and Tarrant Counties, within the Dallas-Fort Worth metropolitan area designated as an ozone nonattainment area. The area (also referred to as the Air Quality Control Region (AQCR)) is currently designated as a “Severe Nonattainment⁴” area for the 2008 8-hour ozone standard (0.075 ppm) and a “Serious Nonattainment” area for the 2015 8-hour ozone standard (0.070 ppm). Figure 4-1 shows DFW Airport and AQCR ozone nonattainment area on a map. The Dallas-Fort Worth metropolitan area is designated as Attainment or Unclassified for all other criteria pollutants CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb.

4.4.1.1 General Conformity

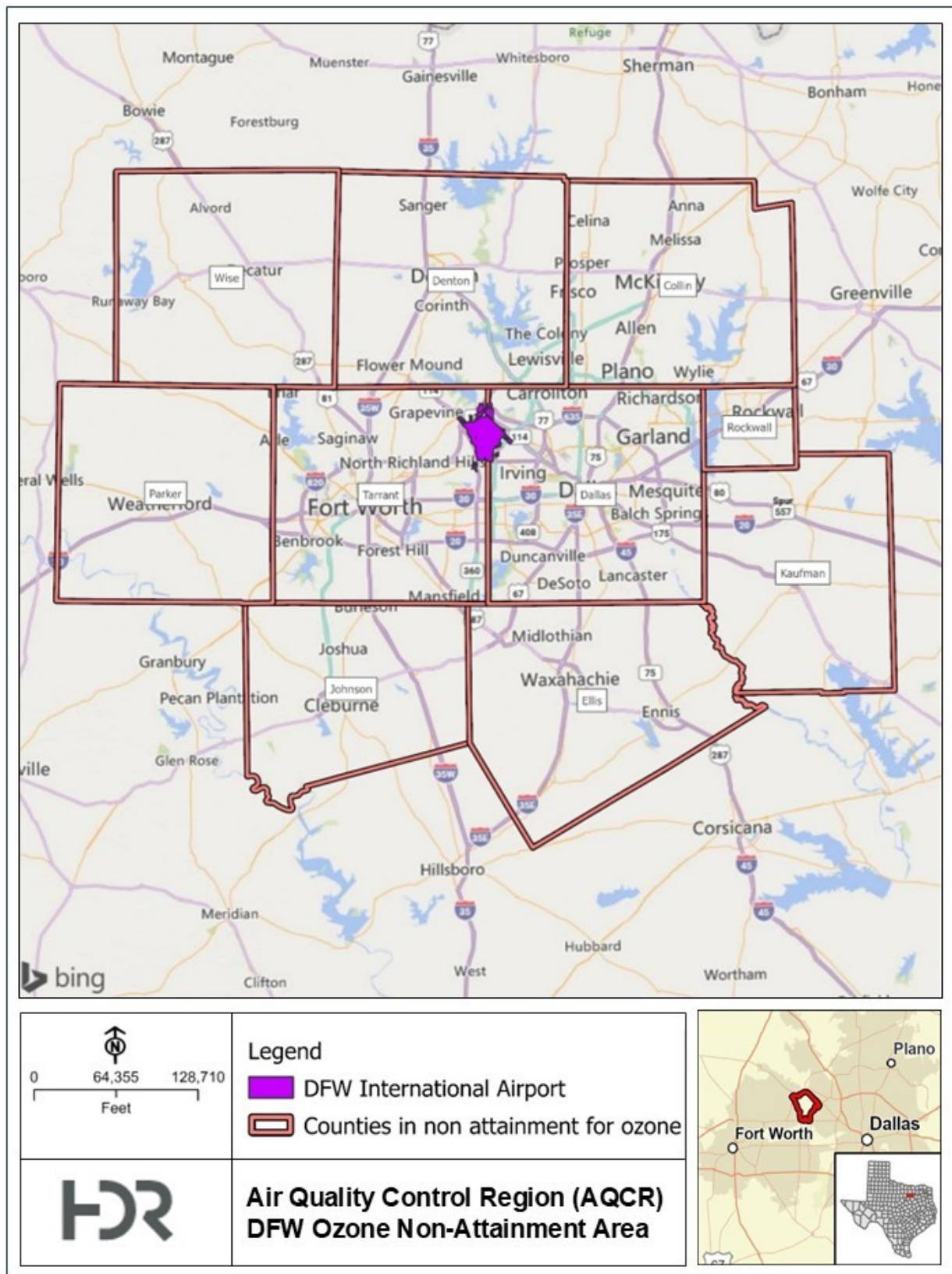
General Conformity is an EPA process, under the CAA, which ensures federal actions do not interfere with a state’s SIP to meet air quality standards. It requires evaluation of both direct emissions (from the action itself) and indirect emissions (caused by the action but occurring later or elsewhere). The EPA established de minimis thresholds for pollutants; if a project’s total emissions fall below these levels, no further analysis or conformity determination is needed. In the Dallas–Fort Worth area, classified as a severe ozone nonattainment area, the threshold is 25 tons per year of NO_x or VOCs.

4.4.2 *Air Quality Emissions Analysis Methodology*

Consistent with the methodology of the air quality analysis in the 2024 EA, sources of emissions associated with the Proposed Action were divided among construction activities, aircraft operations, and motor vehicle traffic. Refer to **Appendix B**, Air Quality Technical Report, for the detailed emissions analysis methodology used for this Supplemental EA.

⁴ USEPA. Green Book. 2026. Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Dallas-Fort Worth. Available Online: https://www3.epa.gov/airquality/greenbook/anayo_tx.html. Accessed: June 2026.

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



4.4.2.1 Forecast Operations

Construction of the Proposed Action would start in late 2026; all project aspects would be complete and operational in early 2031. DFW submitted a Supplemental Operations Forecast Memorandum developed using the FAA 2024 Terminal Area Forecast (TAF) for 2031 and 2036. DFW received FAA approval of the Supplemental Operations Forecast Memorandum on April 3, 2026. The FAA approved forecast operations and enplanements⁵ were based on the 2024 FAA TAF. Since the TAF forecast numbers represent the fiscal year, an adjustment to the operational data was made to develop the forecast numbers for the calendar year. The forecast calendar year (CY) operations for each analysis year were derived as follows:

- CY 2031 operations = 75 percent of operations + (25 percent of Operations * TAF growth rate between 2031 and 2032)
- CY 2036 operations = 75 percent of operations + (25 percent of Operations * TAF growth rate between 2036 and 2037)

Table 4-1 presents the fiscal year totals as reported in the approved DFW Operations Memorandum, the overall FY to CY adjustment factor from the 2024 FAA TAF and the calendar year operations modeled for 2031 and 2036.

Table 4-1. Fiscal Year to Calendar Year Adjustment

Alternative	FY	CY	Adjustment
No Action 2031	820,046	823,078	1.0037
Proposed Action 2031	890,218	893,512	1.0037
No Action 2036	830,351	833,463	1.0037
Proposed Action 2036	961,983	965,603	1.0037

Sources: FAA TAF, DFW Ops Memo, HMMH analysis, 2026

Table 4-2 shows the estimated Calendar Year aircraft operations, estimated passenger and estimated vehicle miles traveled (VMT) used in the AEDT and MOVES modeling to estimate the air emissions for each alternative.

Table 4-2. Calendar Year (CY) Aircraft, Passenger, and Vehicle Operations Data

Alternative	Operations (CY)	Passenger Operations (CY)	Total Passengers (CY)	Vehicle Trips (CY)	VMT (CY)
2024 Existing Conditions	743,203	716,408	86,041,969	25,812,591	696,939,957
2031 No Action	823,078	785,086	93,501,413	28,050,424	757,361,448
2031 Proposed Action	893,512	855,654	101,905,853	30,571,756	825,437,412
2036 No Action	833,463	795,549	95,665,289	28,699,587	774,888,849
2036 Proposed Action	965,603	926,632	111,428,105	33,428,432	902,567,664

Sources: FAA TAF, DFW Ops Memo, HMMH analysis, 2026

Table 4-3 lists the annual and daily operations, by operational category. Airport Environmental Design Tool (AEDT) was used to model the existing (baseline) conditions, No Action, and Proposed Action Alternatives. To determine the AAD operations for each alternative in 2031 and

⁵ Approved by FAA on April 3, 2026

2036, the total annual operations were divided by 366 days in a year. The fleet mix for 2031 and 2036 was based on the data tables provided in the DFW Operations Memo (**Appendix A**).

Table 4-3. Annual and AAD Aircraft Operations for Air Emissions Model Input

Alternative	Operations Format	Air Carrier	Air Carrier Cargo	Air Taxi	Air Taxi Cargo	General Aviation /Military	Total
2031 No Action	Annual	762,402	29,770	22,684	1,492	6,729	823,078
2031 Proposed Action	Annual	830,785	29,799	24,869	1,465	6,593	893,512
2031 Difference		68,383	29	2,185	(27)	(136)	70,434
2036 No Action	Annual	794,371	29,780	1,178	1,486	6,648	833,463
2036 Proposed Action	Annual	925,031	29,783	1,601	1,486	7,702	965,603
2036 Difference		130,660	3	423	(0)	1,054	132,140
2031 No Action	AAD	2,088.8	81.6	62.1	4.1	18.4	2,255.0
2031 Proposed Action	AAD	2,276.1	81.6	68.1	4.0	18.1	2,448.0
2031 Difference		187.4	0.1	6.0	(0.1)	(0.4)	193.0
2036 No Action	AAD	2,170.4	81.4	3.2	4.1	18.2	2,277.2
2036 Proposed Action	AAD	2,527.4	81.4	4.4	4.1	21.0	2,638.3
2036 Difference		357.0	0.0	1.2	0.0	2.9	361.0

Sources: FAA OPSNET, FAA TAF, DFW Ops Memo, HMMH analysis, 2026

Note: The 2031 and 2036 Proposed Action Alternative fleet mix would include changes in the Air Carrier fleet mix and a reduction in Air Taxi fleet operations compared to the 2031 and 2036 NAA. Refer to Appendix B, the Air quality Technical Report for the detailed discussion on the changes in fleet mix in both 2031 and 2036.

4.4.2.2 Sources of Airport Air Emissions

Sources of airport air emissions include construction equipment, motor vehicles (employees, passengers airport fleet, airport buses, material delivery), heating and cooling systems, aircraft, ground support equipment (GSE), and auxiliary power units (APUs). Temporary construction emissions and operational emissions are subject to the CAA General Conformity requirements.

Sources of operation-related emissions include ground access vehicles and aircraft and associated airport GSE and APUs. Emissions resulting from the operational activities under the Existing Conditions, Proposed Action Alternative, and No Action Alternative were estimated using AEDT and MOVES. Detailed operational on-road activity data and emission rates are found in **Appendix B**. Aircraft operational emissions estimated for this analysis include CAP emissions below the 3,000 feet mixing-height, and include the following activities: start up, taxi-out (17.8 minutes), climb below the mixing height, descend below the mixing height, taxi-in (11.2 minutes), ground support equipment (GSE) for landing and takeoff, and auxiliary power units (APUs) used while aircraft are parked or at the gate.

4.4.3 No Action Alternative

Under the NAA, DFW would not implement the proposed actions evaluated in this Supplemental EA. Construction and aircraft operational emissions would be consistent with those analyzed and presented in the 2024 EA and FONSI/ROD and the subsequent NEPA written reevaluations approved by FAA. The 823,078 annual operations forecasted for year 2031 were modeled for the Future (2031) No Action Alternative air quality analysis. Refer to Appendix B for the aircraft fleet

mix and total operations modeled for the No Action Alternatives. The NAA total aircraft and vehicle operational emissions are presented in **Table 4-4**. Refer to **Appendix B**, Section 4, for the detailed analysis, data inputs, and modeling results.

Table 4-4. No Action Alternative Aircraft and Vehicle Operational Emissions (tpy)

Project Year	Emissions Source	Emissions (tons/yr) ^a	
		NO _x	VOC
2025	Aircraft ^a	4,009	446
2025	APU	127	9
2025	GSE ^b	35	41
2025	Traffic	206	78
2025	Total	4,377	573
2026	Aircraft ^a	4,129	452
2026	APU	131	9
2026	GSE ^b	37	55
2026	Traffic	195	76
2026	Total	4,492	592
2027	Aircraft ^a	4,250	458
2027	APU	134	9
2027	GSE ^b	38	68
2027	Traffic	184	74
2027	Total	4,607	610
2028	Aircraft ^a	4,371	464
2028	APU	138	10
2028	GSE ^b	39	82
2028	Traffic	173	72
2028	Total	4,721	628
2029	Aircraft ^a	4,491	470
2029	APU	142	10
2029	GSE ^b	41	96
2029	Traffic	162	71
2029	Total	4,836	646
2030	Aircraft ^a	4,612	476
2030	APU	146	10
2030	GSE ^b	42	109
2030	Traffic	151	69
2030	Total	4,951	664
2031	Aircraft ^a	4,732	482
2031	APU	150	10
2031	GSE ^b	44	123
2031	Traffic	140	67
2031	Total	5,066	682
2032	Aircraft ^a	4,857	457
2032	APU	155	12
2032	GSE ^b	46	115
2032	Traffic	130	64
2032	Total	5,188	649
2033	Aircraft ^a	4,981	433
2033	APU	160	13
2033	GSE ^b	48	108
2033	Traffic	120	60
2033	Total	5,310	615
2034	Aircraft ^a	5,105	409

Project Year	Emissions Source	Emissions (tons/yr) ^a	
		NOx	VOC
2034	APU	166	15
2034	GSE ^b	50	100
2034	Traffic	111	56
2034	Total	5,432	581
2035	Aircraft ^a	5,229	385
2035	APU	171	17
2035	GSE ^b	53	93
2035	Traffic	101	53
2035	Total	5,554	547
2036	Aircraft ^a	5,353	360
2036	APU	176	18
2036	GSE ^b	55	85
2036	Traffic	92	49
2036	Total	5,676	513

Source: HMMH, Air Quality Technical Report, July 2026.

Notes: Emissions are in Tons per year

^a2025 through 2030 operational phase emissions are linear interpolations of 2024 and 2031 emissions for use in comparison to General Conformity *de minimis* thresholds.

^b2032 operational phase emissions are linear interpolations of 2031 and 2036 emissions for use in comparison to General Conformity *de minimis* thresholds.

4.4.4 Proposed Action Alternative

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 (see Section 5.2.2 of the 2024 EA), the air quality analysis for the Proposed Action in this Supplemental EA included construction and operational emissions inventories. The Proposed Action emissions would be from construction activities, motor vehicles, and aircraft operations. **Table 3-1** presents the anticipated schedule of the Proposed Action. Criteria air pollutant emissions expected from the Proposed Action would include NOx, VOCs (ozone precursors), CO, PM_{2.5}, PM₁₀, and SOx.

4.4.4.1 Construction Emissions

The Proposed Action construction emissions were evaluated for all construction years based on the updated implementation schedule, as well as the additional scope evaluated in this Supplemental EA. The Proposed Action would generate emissions from heavy-duty construction equipment activity, truck haul 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, including but not limited to dump trucks, mixers, passenger vehicles, flatbed trucks, and tractor trailers. **Table 4-5** presents the estimated project-related construction O₃ precursors (NOx and VOCs emissions) by emissions source and by calendar year (see **Appendix B**, Air Quality Technical Report).

Table 4-5. Proposed Action Construction Phase Emissions

Project Year	Emissions Source	CO	NOx	VOC	SO ₂	PM ₁₀	PM _{2.5}
2026	On Road	105	8	3.4	0.12	1.9	0.6
2026	Nonroad	8	20	1.1	0.04	1.4	1.3
2026	Fugitives	2	<1.0	1.0	0.02	4.7	0.4

Project Year	Emissions Source	CO	NO _x	VOC	SO ₂	PM ₁₀	PM _{2.5}
2026	Total	115	28	5.6	0.18	8.0	2.3
2027	On Road	49	2	1.2	0.05	0.7	0.2
2027	Nonroad	6	14	0.8	0.03	1.0	0.9
2027	Fugitives	2	<1.0	1.2	0.02	3.8	0.3
2027	Total	56	16	3.2	0.10	5.4	1.4
2028	On Road	39	1	0.9	0.04	0.5	0.1
2028	Nonroad	4	11	0.6	0.03	0.7	0.7
2028	Fugitives	1	<1.0	1.0	0.01	2.5	0.0
2028	Total	44	12	2.5	0.08	3.7	0.9
2029	On Road	20	1	0.34	0.02	0.3	0.1
2029	Nonroad	3	8	0.5	0.03	0.5	0.5
2029	Fugitives	1	<1	0.9	0.01	2.2	0.0
2029	Total	24	9	1.7	0.06	3.0	0.6
2030	On Road	16	1	0.3	0.01	0.2	0.1
2030	Nonroad	1	4	0.2	0.02	0.3	0.3
2030	Fugitives	1	<1	0.9	0.01	1.5	0.0
2030	Total	18	5	1.5	0.04	1.9	0.3
2031	On Road	10	<1	0.2	0.01	0.1	0.0
2031	Nonroad	1	3	0.2	0.01	0.2	0.2
2031	Fugitives	1	<1	1.1	0.01	1.4	0.0
2031	Total	12	4	1.4	0.04	1.8	0.3
2032	On Road	<1	<1	<0.1	0.00	0.0	0.0
2032	Nonroad	<1	<1	<0.1	0.00	<0.1	<0.1
2032	Fugitives	<1	<1	<0.1	0.00	<0.1	0.0
2032	Total	1	<1	0.1	0.00	0.1	<0.1

Source: HMMH, Air Quality Technical Report, July 2026.

4.4.1 Operational Emissions

Total aircraft operational emissions are from aircraft taxi-in, taxi-out, in-flight operations below the 3,000 feet mixing height, GSE, and APUs. AEDT default data for APU and GSE equipment and duration were used in the modeling. As presented in **Table 4-6** and detailed in **Appendix B**, Air Quality Technical Report, the Proposed Action Alternative would result in changes in vehicle and aircraft operational emissions.

Table 4-6. Proposed Action Aircraft and Vehicle Operational Emissions (tpy)

Project Year	Emissions Source	Emissions (tons/year) ^a	
		NO _x	VOC
2025	Aircraft ^a	4,085	451
2025	APU	129	9
2025	GSE ^b	36	43
2025	Traffic	208	79
2025	Total	4,458	582
2026	Aircraft ^a	4,282	463
2026	APU	135	10
2026	GSE ^b	37	58
2026	Traffic	199	78

Project Year	Emissions Source	Emissions (tons/year) ^a	
		NOx	VOC
2026	Total	4,654	608
2027	Aircraft ^a	4,479	475
2027	APU	141	10
2027	GSE ^b	39	72
2027	Traffic	189	77
2027	Total	4,849	635
2028	Aircraft ^a	4,676	487
2028	APU	147	11
2028	GSE ^b	41	87
2028	Traffic	180	76
2028	Total	5,045	661
2029	Aircraft ^a	4,873	499
2029	APU	153	11
2029	GSE ^b	43	102
2029	Traffic	171	75
2029	Total	5,241	688
2030	Aircraft ^a	5,070	511
2030	APU	160	11
2030	GSE ^b	45	117
2030	Traffic	161	74
2030	Total	5,437	714
2031	Aircraft ^a	5,267	523
2031	APU	166	12
2031	GSE ^b	47	132
2031	Traffic	152	73
2031	Total	5,632	741
2032	Aircraft ^a	5,456	502
2032	APU	173	14
2032	GSE ^b	50	125
2032	Traffic	143	70
2032	Total	5,822	711
2033	Aircraft ^a	5,644	481
2033	APU	181	16
2033	GSE ^b	53	119
2033	Traffic	134	67
2033	Total	6,013	682
2034	Aircraft ^a	5,833	459
2034	APU	189	17
2034	GSE ^b	56	112
2034	Traffic	125	64
2034	Total	6,203	652
2035	Aircraft ^a	6,021	438
2035	APU	197	19
2035	GSE ^b	59	105
2035	Traffic	116	60
2035	Total	6,393	622

Project Year	Emissions Source	Emissions (tons/year) ^a	
		NOx	VOC
2036	Aircraft ^a	6,210	417
2036	APU	205	21
2036	GSE ^b	62	98
2036	Traffic	107	57
2036	Total	6,583	593

Source: HMMH, Air Quality Technical Report, July 2026.

Notes: Emissions are in Tons per year. Emissions shown represent total operational emissions from all airport operations, including those estimated for the Proposed Action.

^a2025 through 2030 operational phase emissions are linear interpolations of 2024 and 2031 emissions for use in comparison to General Conformity *de minimis* thresholds.

^b2032 operational phase emissions are linear interpolations of 2031 and 2036 emissions for use in comparison to General Conformity *de minimis* thresholds.

Table 4-7 shows the net operational emissions (i.e., Proposed Action less No Action emissions) to quantify the incremental operational emissions increases estimated to occur for the Proposed Action. Aircraft, GSE, APUs, and vehicle traffic emissions are all expected to increase under the Proposed Action relative to the NAA.

Table 4-7. Net Operational Phase Emissions Inventory

Project Year	Emissions Source	Emissions (tons/yr) ^a	
		NOx	VOC
2025	Aircraft ^a	76	6
2025	APU	2	<1
2025	GSE	<1	1
2025	Traffic	2	1
2025	Total	81	8
2026	Aircraft ^a	153	12
2026	APU	5	<1
2026	GSE	1	3
2026	Traffic	4	2
2026	Total	162	17
2027	Aircraft ^a	229	18
2027	APU	7	1
2027	GSE	1	4
2027	Traffic	5	3
2027	Total	243	25
2028	Aircraft ^a	306	24
2028	APU	9	1
2028	GSE	2	5
2028	Traffic	7	3
2028	Total	324	33
2029	Aircraft ^a	382	30
2029	APU	11	1
2029	GSE	2	7
2029	Traffic	9	4
2029	Total	405	42
2030	Aircraft ^a	458	35

Project Year	Emissions Source	Emissions (tons/yr) ^a	
		NO _x	VOC
2030	APU	14	1
2030	GSE	3	8
2030	Traffic	11	5
2030	Total	486	50
2031	Aircraft ^a	535	41
2031	APU	16	1
2031	GSE	3	9
2031	Traffic	13	6
2031	Total	566	58
2032	Aircraft ^a	599	44
2032	APU	18	2
2032	GSE	4	10
2032	Traffic	13	6
2032	Total	635	63
2033	Aircraft ^a	664	48
2033	APU	21	2
2033	GSE	5	11
2033	Traffic	14	7
2033	Total	703	67
2034	Aircraft ^a	728	51
2034	APU	23	2
2034	GSE	6	11
2034	Traffic	14	7
2034	Total	771	71
2035	Aircraft ^a	792	54
2035	APU	26	3
2035	GSE	7	12
2035	Traffic	15	8
2035	Total	840	76
2036	Aircraft ^a	857	57
2036	APU	28	3
2036	GSE	8	13
2036	Traffic	15	8
2036	Total	908	80

Source: HMMH, Air Quality Technical Report, July 2026.

Notes: Emissions are in Tons per year

^a2025 through 2030 operational phase emissions are linear interpolations of 2024 and 2031 emissions for use in comparison to General Conformity *de minimis* thresholds.

^b2032 operational phase emissions are linear interpolations of 2031 and 2036 emissions for use in comparison to General Conformity *de minimis* thresholds.

4.4.2 Proposed Action: Comparison to General Conformity De Minimis Thresholds

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. **Table 4-8** shows the combined construction and operational NO_x and VOC emissions and the applicable *de minimis* thresholds for the Dallas-Fort Worth Ozone Severe Nonattainment Area.

As shown in **Table 4-8**, the estimated direct and indirect project-related NO_x emissions would exceed the *de minimis* threshold for NO_x from 2025 through 2036. The estimated direct and indirect project-related VOC emissions would exceed the *de minimis* threshold for 2027 through 2036. The detailed construction and operational emissions inventories are reported in the Air Quality Technical Report included in **Appendix A**.

Table 4-8. Combined Construction and Operational Emissions Compared to *De Minimis* Thresholds

Project Year	Project Emissions (short tons/yr)		Severe" Ozone Nonattainment Area General Conformity <i>De Minimis</i> Threshold (short tons/yr)		Do the Project-related Emissions Exceed General Conformity <i>De Minimis</i> Threshold?	
	NO _x	VOC	NO _x	VOC	NO _x	VOC
2025*	25.5	11.4	25	25	Yes	No
2026	189.5	22.3	25	25	Yes	No
2027	258.7	28.1	25	25	Yes	Yes
2028	335.8	35.8	25	25	Yes	Yes
2029	413.3	43.4	25	25	Yes	Yes
2030	490.1	51.4	25	25	Yes	Yes
2031	570.4	59.8	25	25	Yes	Yes
2032	634.9	62.8	25	25	Yes	Yes
2033	703.0	67.1	25	25	Yes	Yes
2034	771.2	71.5	25	25	Yes	Yes
2035	839.5	75.9	25	25	Yes	Yes
2036	907.8	80.3	25	25	Yes	Yes

Source: HMMH, July 2026.

Note: Estimated NO_x and VOC emissions for calendar year 2025 are included for background and context to demonstrate that project related emissions exceed the NO_x *de minimis* threshold starting in 2025.

4.4.3 Conformity Conclusion

In accordance with Section 176(c) of the CAA and USEPA's General Conformity regulations⁶, conformity with the applicable SIP must be demonstrated for each year in which annual emissions associated with the Proposed Action exceed the applicable *de minimis* thresholds. USEPA's General Conformity regulations provide four methods for demonstrating conformity, as described below.⁷

- 1) The total direct and indirect emissions from the action are specifically identified and accounted for in the federally approved SIP; or
- 2) All direct and indirect emissions are fully offset such that there is no net increase of emissions of the pollutant or its precursors; or
- 3) The Proposed Action will not cause or contribute to a NAAQS violation in the area based on area-wide or local air quality modeling, and it will not increase the frequency or severity of any existing violation; or
- 4) State/local agency agrees to revise the SIP to accommodate the action's emissions.

The project-related construction and operational emissions would exceed the *de minimis* thresholds for both NO_x and VOCs. DFW compared the project-related emissions to the 2024

⁶ 40 CFR Part 93, Subpart B

⁷ 40 CFR §93.158(a)(1)

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). The Memorandum to the 2024 General Conformity Determination and the associated emissions inventories are included **Appendix C**.

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 (**Appendix C**).

4.4.4 *Reduction, Avoidance and Minimization Measures or Mitigation and Best Management Practices*

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 best management practices (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. Therefore, specific measures to mitigate and reduce the NO_x and VOC emissions (as precursors to ozone formation) would not be necessary. However, the Proposed Action will implement BMPs to reduce construction and operational project related emissions.

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. These BMPs are described in DFW's existing construction application review procedures, the SMP, Green Building Standards, and the project specific Dust Control Plans implemented by contractors. DFW procedures and plans include overall design and construction standards for airport projects and aligns with DFW's ongoing efforts to implement more environmentally sustainable buildings and infrastructure. 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.

4.5 Historical, Architectural, Archeological, and Cultural Resources

4.5.1 Background and Existing Conditions

Because substantial changes to the Proposed Action have occurred since approval of the 2024 EA, cultural resources were reassessed in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966. FAA has not established a significance threshold for historical, architectural, archeological, and cultural resources. FAA Orders 1050.1 and 5050.4B state that a factor to be considered is whether the Proposed Action would result in an Adverse Effects finding through the NHPA Section 106 process.

The investigation consisted of an archeological desktop analysis and a reconnaissance survey of above-ground resources. Based on the results of the desktop research and previous investigations, it was concluded that the Proposed Action area has been exposed to previous extensive ground disturbance and contains a low potential for containing either prehistoric or historic-age archeological resources. Therefore, an archeological survey was not recommended.

4.5.2 No Action Alternative

Under the NAA, the Project would not implement the proposed actions evaluated in this Supplemental EA. No cultural resources including archeological and historic resources would be impacted by the Proposed Action.

4.5.3 Proposed Action Alternative

An above-ground cultural resources survey was conducted in February through June 2026 in support of the Supplemental EA. 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. A summary of resources, NRHP eligibility, and determinations of effects are summarized in **Table 4-9** and discussed in **Appendix D**.

Table 4-9. Summary of NRHP Eligibility Recommendations

Resource ID	NRHP Eligibility Recommendations	Proposed Activity	Adverse Effect
International Parkway	Not Eligible	Alterations	No
Pylons	Not Eligible	Demolition	No
Terminal E	Not Eligible	None	No
Data Building	Not Eligible	None	No

The Section 106 analysis concluded that no historic properties were present and there were no adverse effects from the project on cultural resources. A Section 106 Consultation for Historic Properties letter and a Historic Resources Survey Report was submitted to the THC on June 26,

2026 (**Appendix D**). The THC concurred on July 22, 2026. The Historic Resources Survey Report and THC concurrence letter are in **Appendix D**.

4.5.4 Mitigation

Because no historic or archeological properties are present within the APE, there would be no impacts by the Proposed Action on cultural resources. No mitigation measures are necessary.

4.6 Noise and Noise-Compatible Land Use

4.6.1 Background and Existing Conditions

This section presents the aircraft noise and noise-compatible land use analysis conducted as part of this Supplemental EA. The analysis includes summaries of the operational data used in calculating noise exposure levels and FAA guidance on land-use compatibility with various levels of noise exposure. **Appendix E** (Noise Technical Report) provides detailed information on each of these aspects of noise characterization and the impact analysis.

The noise analysis compares the No Action and Proposed Action Alternatives for the future years, 2031 and 2036, using the FAA's thresholds of significance. According to the FAA Order 1050.1, *a significant noise impact would occur if the [Proposed] 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 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.*

As summarized in the 2024 EA and FONSI/ROD, the FAA is responsible for assessing aviation noise impacts using guidance from FAA Orders 5050.4B and 1050.1G. The primary metric used is the Day-Night Average Sound Level (DNL), which measures cumulative noise over 24 hours and applies a penalty to nighttime operations to reflect greater sensitivity to noise. Analyses are based on average annual daily aircraft operations and modeled using AEDT. According to FAA land use compatibility guidelines, noise levels below 65 DNL are generally acceptable for all land uses, while residential and certain institutional uses above this level are considered incompatible without mitigation.

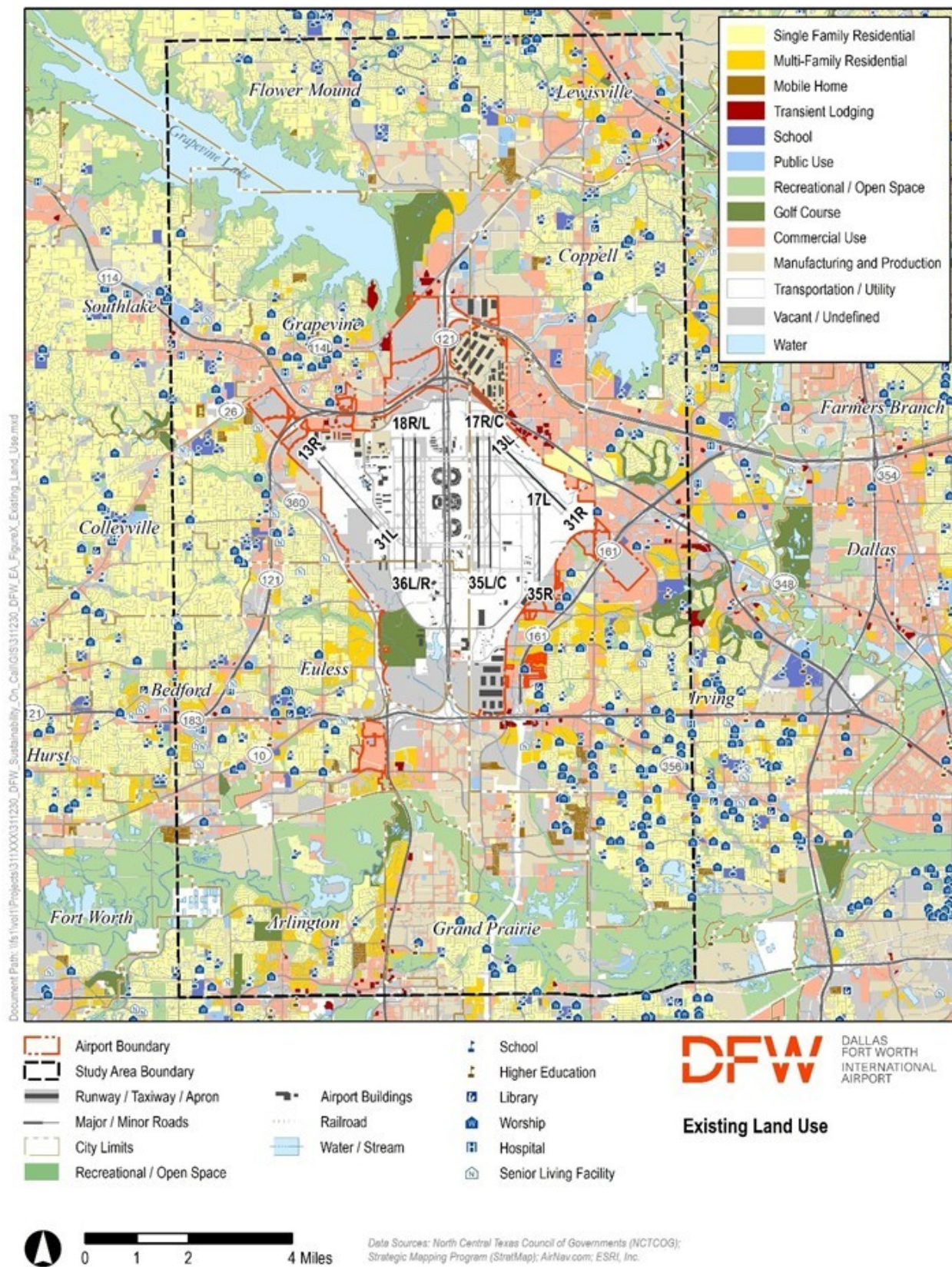
4.6.2 Study Area

The Noise Study Area (NSA) would not change for the Proposed Action. **Figure 4-2** displays the NSA on the DFW land use map. The NSA is approximately 4 Nautical Miles (nmi) to the east and west and 8 nmi to the north and south.

4.6.3 Existing Noise Conditions Associated with Aircraft Operations

Data from DFW's NOMS and from the FAA's Operations Network (OPSNET) form the basis of the existing condition AEDT modeling inputs. The NOMS data provided the aircraft fleet mix and runway use. The operations were grouped into FAA operational categories (Air Carrier, Air Taxi, General Aviation, and Military) and the totals were scaled to match the annual OPSNET counts. The commercial categories (air carrier and air taxi) were separated to display both passenger and cargo operations as shown in **Table 4-3**.

Figure 4-2. Existing Land Use Surrounding DFW and Noise Study Area



The total operations count for 2024 was 743,203. **Table 4-10** presents the annual operations modeled for the existing conditions.

Table 4-10. Existing Conditions (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
AAD	1,928.5	45.3	28.9	11.7	15.6	0.6	2,030.6

Note: 2024 was a leap year, thus the AAD was determined by dividing by 366 days

Sources: DFW NOMS, FAA OPSNET, FAA TAF, HMMH analysis

In the existing condition, the DNL 65 dB contour extend away from DFW on the north side in two main lobes over compatible land use along the extended centerline of the outboard parallel runway extending off DFW on the west side to just north of SH 26 and on the east side to just north of Bethel Road, and on the south side in two main lobes along the extended centerline of the outboard parallel runway but remaining on DFW. The 65 DNL contour also extends off DFW over compatible land use north of Runway 17L. The 70 DNL contour for the existing condition includes no noise sensitive land use and barely extends off DFW, north of Runways 18R and 17C to across SH 114 (see Figure 3-5, Existing Conditions Noise Contour in **Appendix E**). There are no schools, churches, nursing homes, hospitals, historical properties, or libraries within the existing conditions DNL 65 dB or greater contours. Furthermore, there are no single family, multifamily, or manufactured housing within the existing conditions DNL 65 dB contours. The DNL 65 dB contour extending north from Runway 18R/36L extends off airport property over the western edge of Mariner Point Park and a portion of the Cowboys Golf Club course and to the south, the DNL 65 dB contour extends over the Bear Creek Golf Course which is on airport property. The park and golf courses are active recreation areas and are compatible land uses within the DNL 65 dB contours.

Table 4-11 provides estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DNL 65 dB for the existing conditions. Approximately 11.88 square miles of land fall within the existing conditions DNL 65 dB or higher noise exposure area. Of the total land area, approximately 0.58 square miles exposed to DNL 65 dB or higher is located off-Airport (the remaining 11.30 square miles are located on DFW property).

Table 4-11. Estimated Land Area within the Existing (2026) Noise Exposure Contours

Contour Range	DFW Property Estimated Land Area (mi ²)	Non-DFW Property Estimated Land Area (mi ²)	Total Estimated Land Area (mi ²)
DNL 65-70 dB	6.86	0.53	7.39
DNL 70-75 dB	2.20	0.05	2.25
DNL 75+ dB	2.24	0.00	2.24
Total	11.30	0.58	11.88

Source: HMMH, 2026; Note: Totals may not add completely due to rounding effects

4.6.4 Forecast Aircraft Operations

Construction of the Proposed Action would start in late 2026; construction would be complete in early 2031. DFW submitted a supplemental forecast of aircraft operations for the project implementation and horizon years, 2031 and 2036. DFW received FAA approval of the operations forecast memorandum on April 3, 2026. The approved forecast operations and enplanements⁸

⁸ Approved by FAA on April 3, 2026

were developed based on the 2024 FAA TAF. Since the TAF forecast numbers represent the fiscal year, an adjustment to the operational data was made to develop the forecast numbers for the calendar years.

The future forecast calendar year (CY) operations were derived by multiplying the fiscal year (FY) total by 75 percent (which represents 9 months (January – September) and adding it to the remaining 25 percent (representing 3 months (October – December) of the following fiscal year multiplied by the TAF growth rate between the two fiscal years for each OPSNET category. This was done as follows for each year:

- CY 2031 operations = 75 percent of operations + (25 percent of Operations * TAF growth rate between 2031 and 2032)
- CY 2036 operations = 75 percent of operations + (25 percent of Operations * TAF growth rate between 2036 and 2037)

Table 4-12 presents the fiscal year totals as reported in the approved DFW Operations Memo, the overall FY to CY adjustment factor from the 2024 FAA TAF and the calendar year operations to be modeled for 2031 and 2036.

Table 4-12. Fiscal Year to Calendar Year Adjustment

Alternative	Fiscal Year	Calendar Year	Adjustment
No Action 2031	820,046	823,078	1.003697
Proposed Action 2031	890,218	893,512	1.003700
No Action 2036	830,351	833,463	1.003748
Proposed Action 2036	961,983	965,603	1.003763

Sources: FAA TAF, DFW Ops Memo, HMMH analysis, 2026

Table 4-13 lists the annual operations by operational category and the same data, divided by the number of days in the year to obtain the AAD operations for each alternative for 2031 and 2036. Further details on the forecast development and the full breakdown of CY data can be found in **Appendix C**.

The fleet mix for each forecast and alternative year (2031, 2036) was based on the table provided in Appendix D of the DFW Operations Memo (reproduced in **Appendix C**). The split between day and night operations from the 2024 data was applied to the future year data sets, and the cargo operations were separated from passenger operations to reflect the constrained level of cargo operations reflected in the original CTA EA.

Table 4-13. Annual and AAD Forecast Operations for Noise Model Input

Alternative	Operations Format	Air Carrier	Air Carrier Cargo	Air Taxi	Air Taxi Cargo	General Aviation/Military	Total
2031 No Action	Annual	762,402	29,770	22,684	1,492	6,729	823,078
2031 Proposed Action	Annual	830,785	29,799	24,869	1,465	6,593	893,512
2031 Difference	Annual	68,383	29	2,185	(27)	(136)	70,434
2036 No Action	Annual	794,371	29,780	1,178	1,486	6,648	833,463
2036 Proposed Action	Annual	925,031	29,783	1,601	1,486	7,702	965,603
2036 Difference	Annual	130,660	3	423	(0)	1,054	132,140
2031 No Action	AAD	2,088.8	81.6	62.1	4.1	18.4	2,255.0

Alternative	Operations Format	Air Carrier	Air Carrier Cargo	Air Taxi	Air Taxi Cargo	General Aviation/Military	Total
2031 Proposed Action	AAD	2,276.1	81.6	68.1	4.0	18.1	2,448.0
2031 Difference	AAD	187.4	0.1	6.0	(0.1)	(0.4)	193.0
2036 No Action	AAD	2,170.4	81.4	3.2	4.1	18.2	2,277.2
2036 Proposed Action	AAD	2,527.4	81.4	4.4	4.1	21.0	2,638.3
2036 Difference	AAD	357.0	0.0	1.2	0.0	2.9	361.0

4.6.5 2031 No Action Alternative

The 823,078 annual operations forecasted for year 2031 translate to 2,255 AAD operations to be modeled for the 2031 NAA noise analysis. The 2031 NAA fleet mix would include changes in the Air Carrier fleet mix (the retirement of the older A333, A343 and MD11 aircraft) and a reduction in Air Taxi fleet operations (reduction in 50 seat and smaller regional jets) compared to the existing conditions. The 2031 NAA includes 2,255 total daily operations, 11.8 percent of which occurred during the nighttime hours between 10:00 p.m. and 6:59 a.m. Runway end utilization for all of the future alternatives is similar to Existing Conditions (see **Appendix E**). Runway use data from the FAA System Wide Information Management (SWIM) system data was used to develop the future runway use percentages. The runway use percentage for day and night includes the assumption that the outboard runways (Runways 17L/35R, 13L/31R and 13R/31L) are not typically used after 10 p.m. or before 6 a.m. Relative to Existing Conditions, the No Action Alternative results in only minor changes to runway utilization patterns. These changes are summarized below:

- Daytime south flow – There are slightly less arrivals (1 percent to 3 percent) to Runway 13R and 17C and slightly more arrivals (1 percent to 2 percent) on Runway 17L and 18R.
- Nighttime south flow – There are less arrivals (7 percent) to Runway 17C and more arrivals (3 percent to 5 percent) on Runway 17R and 18L.
- Daytime north flow – There are slightly less arrivals (3 percent) to Runway 35C and slightly more arrivals (1 percent to 3 percent) on Runway 35R and 36L.
- Nighttime north flow – There are slightly less arrivals (3 percent) to Runway 35C and slightly more arrivals (1 percent to 2 percent) on Runway 35L and 36R.
- South flow departures show very little difference (within 1 percent) during the day and a small reduction (2 percent) on Runway 17R and a small increase (2 percent) on Runway 17C at night.
- North flow departures show very little difference (within 1 percent) during the day and a small reduction (1 percent) on Runway 35L and Runway 36L and a small increase (2 percent) on Runway 35C and 36R at night.

The flight track locations, percent utilization, and trip lengths flown from DFW for the Future 2031 NAA would be similar to existing conditions. Refer to Appendix E, for the modeled runway utilization, stage lengths, fleet mix, and detailed discussion of the No Action Alternative Noise modeling.

4.6.6 2031 No Action Alternative Noise Exposure

Under the NAA, the DNL contours are similar to the existing condition: the size and shape of the noise exposure contours are reflective of the south and north flow operations at DFW. **Table 4-14** provides estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DNL 65 dB for the No Action Alternative. Approximately 12.91 square miles of land fall within the 65 DNL or higher noise exposure area. Of the total land area, approximately 0.70

square miles is located off Airport property, with the remaining 12.20 square miles located on DFW property.

Table 4-14. Estimated Land Area within No Action Alternative (2031) 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	7.37	0.65	8.02
DNL 70-75 dB	2.41	0.05	2.47
DNL 75+ dB	2.42	0.00	2.42
Total	12.20	0.70	12.91

Source: HMMH analysis, 2026

Two areas off-airport located to the north of Runway 17C would be in the DNL 65dB contour: one community college⁹ and the western edge of the Coppell Nature Center (a large portion of this area within the center are public ball fields). There would be no churches, nursing homes, hospitals, historical properties, or libraries within any of the DNL 65 dB or greater contours. Furthermore, there would be no single family, multifamily, or manufactured housing within the NAA DNL 65 dB contours. The DNL 65 dB contour extending north from Runway 18R/36L extends off airport property over the western edge of Mariner Point Park and a portion of the Cowboys Golf Club course and to the south, the DNL 65 dB contour extends over the Bear Creek Golf Course which is on airport property. The park and golf courses are active recreation areas and are compatible land uses within the DNL 65 dB contours. Refer to Figure 4-1 No Action Alternative (2031) Conditions Noise Contour in **Appendix E**.

4.6.7 2031 Proposed Action Alternative

The Proposed Action would be completed and operational in 2031, which represents the year of implementation for the Supplemental EA projects. All forecasted operational demand would be accommodated with the 31 additional gates and 9 additional gates (converted from Hardstands) in the Proposed Action Alternative. Therefore, the forecast annual operations for 2031 Proposed Action Alternative would grow to over 890,000 annual operations.

The 893,512 annual operations predicted for year 2031 translate to 2,448 AAD operations to be modeled for the Future (2031) Proposed Action Alternative noise analysis. The Future (2031) Proposed Action fleet mix would include the additional operations in the Air Carrier and Air Taxi categories (an additional 187 operations in Air Carrier and 6 operations in Air Taxi) compared to the Future (2031) No Action Alternative. The Future (2031) Proposed Action Alternative fleet mix includes the same retirement of older aircraft types with increases in B738, A321, E170 and CRJ9 operations compared to the No Action. Of the Future (2031) Proposed Action Alternative average annual day total operations, 11.8 percent would occur during the DNL nighttime hours of 10:00 p.m. to 6:59 a.m.

The Proposed Action would not alter the location or length of the runways, nor would it alter future runway use. The flight tracks, runway utilization, and trip lengths flown from DFW for the 2031 Proposed Action Alternative would be similar to those for the 2031 NAA. Runway end utilization, flight track locations, and percent utilization for the 2031 PAA would be similar to the 2031 No Action scenario.

⁹ Dallas College Coppell Center

4.6.8 2031 Proposed Action Noise Exposure

Under the 2031 Proposed Action Alternative, the DNL contours would extend away from DFW on the north side in two main lobes along the extended centerline of the outboard parallel runways, extending off airport property on the west side to Grapevine Lake and on the east side to the area north of Bethel Road. On the south side, the contours would extend in two main lobes along the extended centerline of the outboard parallel runways but remains on airport property. The DNL 65 dB contour would also extend off airport property north of Runway 17L over compatible land use and south of Runway 35R over multi-family residential land use. The DNL 70 dB contour would barely extend off DFW property north of outboard parallel runways to across SH 114 (see Figure 4-2 Proposed Action Alternative (2031) Noise Exposure Contours with Land Use in **Appendix E**).

Table 4-15 provides estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DNL 65 dB for the Proposed Action Alternative. Approximately 13.87 square miles of land fall within the DNL 65 dB or higher noise exposure area. Of the total land area, approximately 0.93 square miles exposed to DNL 65 dB or higher are located off Airport property, with the remaining 12.94 square miles located on DFW property.

Table 4-15. Estimated Land Area in the 2031 Proposed Action Alternative Noise Exposure Contours

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	7.71	0.87	8.58
DNL 70-75 dB	2.69	0.06	2.75
DNL 75+ dB	2.54	0.00	2.54
Total	12.94	0.93	13.87

Source: HMMH analysis, 2026

There would be no single-family houses or manufactured housing within any of the 2031 Proposed Action Alternative noise contours. There would be one area south of Runway 17L/35R where the Proposed Action DNL 65 contour extends off airport property and over residential (multi-family) land use. This would result in the exposure of 28 housing units (52 people) to DNL 65 dB or higher under the Proposed Action Alternative. **Table 4-16** summarizes the residential population and housing units affected by noise levels exceeding DNL 65 dB for the 2031 Proposed Action Alternative noise exposure contours.

Table 4-16. Non-Compatible Land Use Housing and Population under 2031 Proposed Action Alternative

Analysis Category	Housing Type	DNL 65-70 dB	DNL 70- 75 dB	DNL 75+ dB	Total (DNL 65 dB or greater)
Housing Units	Single-Family Residential	0	0	0	0
Housing Units	Multi-Family Residential	28	0	0	28
Housing Units	Manufactured Housing	0	0	0	0
Total Units	-	28	0	0	28
Population	Single-Family Residential	0	0	0	0
Population	Multi-Family Residential	52	0	0	52
Population	Manufactured Housing	0	0	0	0
Total Population	-	52	0	0	52

Source: 2020 US Census Block Data, HMMH analysis, 2026

The US Census Block intersecting the 65 DNL contour has 1.81 people per unit.

4.6.9 Comparison Between the 2031 NAA and 2031 Proposed Action Alternative

Table 4-17 provides estimates of the total area split between on and off airport areas that could be exposed to aircraft noise of at least DNL 65 dB for the 2031 NAA and Proposed Action Alternatives.

Table 4-17. Estimated Land Area within Future (2031) Noise Exposure Contour Alternatives

Alternative	Contour Range	Airport Property Estimated Land Area (sq mi)	Non-Airport Property Estimated Land Area (sq mi)	Total Estimated Land Area (sq mi)
No Action	DNL 65-70 dB	7.37	0.65	8.02
No Action	DNL 70-75 dB	2.41	0.05	2.47
No Action	DNL 75+ dB	2.42	0.00	2.42
No Action	Total	12.20	0.70	12.91
Proposed Action	DNL 65-70 dB	7.71	0.87	8.58
Proposed Action	DNL 70-75 dB	2.69	0.06	2.75
Proposed Action	DNL 75+ dB	2.54	0.00	2.54
Proposed Action	Total	12.94	0.93	13.87
Difference (Proposed minus No Action)	DNL 65-70 dB	0.34	0.22	0.56
Difference (Proposed minus No Action)	DNL 70-75 dB	0.28	0.01	0.28
Difference (Proposed minus No Action)	DNL 75+ dB	0.12	0	0.12
Difference (Proposed minus No Action)	Total	0.74	0.23	0.96

Source: HMMH analysis, 2026

The noise exposure analysis results showed a slight increase in the estimated on- and off-airport land area; this was due to the increase in aircraft operations under the Proposed Action Alternative. The noise analysis results showed that the 2031 Proposed Action Alternative would increase the estimated land area within the DNL 65+ dB noise exposure contour as compared to the 2031 NAA.

Appendix E includes detailed exhibits showing noise contours for the DNL 65 dB, 70 dB, and 75 dB. North of Runways 18R and 17C, the DNL 65dB noise contour would extend further to the north due to increased arrivals to Runways 18R and 17C. The DNL 65dB noise contour north of Runway 17L would extend further north than the Future (2031) NAA due to increased arrivals to Runway 17L. The area between Runways 18L and 17R would increase due to increased departures from Runways 36R and 35L.

To the south of the airport, the DNL 65dB noise contour south of Runways 36L and 35C would extend further to the south due to increased arrivals to Runways 36L and 35C. The area between Runways 36R and 35L would increase due to the increase in departures from Runways 18L and 17R. The DNL 65dB noise contour south of 35R would extend further to the south over the residential (multi-family) land use due to increased arrivals to Runway 35R in the Proposed Action. These buildings, located directly along the extended centerline of Runway 17L/35R, would be affected by increased aircraft operations on Runway 17L/35R. The analysis concluded that 28 multi-family residential units, with an estimated population of 52 people, would be exposed to higher noise levels within the DNL 65 dB to 70 dB contour. Residential uses are not compatible

uses unless sound- attenuated. While noise levels would be higher with the project (0.4 dB increase), the increase is well below the significance threshold (a 1.5 dB or greater change within the Proposed Action DNL 65 dB). Figure 4-3 (2031 NAA and Proposed Action Alternative Noise Exposure Contours) in **Appendix E** shows the comparison between the 2031 No Action and Proposed Action Alternatives.

A noise study area grid point analysis (**Appendix E, Figure 11**) was used to determine if any significant changes (± 1.5 dB) within the 65 DNL or any reportable changes (± 3 dB) between 60 DNL and 65 DNL, or any reportable changes (± 5 dB) within the 45 DNL to 60 DNL contour exist for 2031. under the 2031 Proposed Action Alternative noise levels would increase by approximately 0.4 dB within the DNL 65 dB noise exposure contour; this increase is well below the significance threshold of 1.5 dB or greater change within the Proposed Action DNL 65 dB. There are no areas of 1.5 dB increase within the 2031 Proposed Action Alternative DNL 65 dB contours. Therefore, there is no significant noise impact due to the 2031 Proposed Action Alternative

There are also no 3 dB changes between the Proposed Action Alternative DNL 60 dB and 65 dB contours and no 5 dB changes between the Proposed Action Alternative DNL 45 dB and 60 dB grid points. Therefore, there are no reportable changes due to the 2031 Proposed Action Alternative.

4.6.10 2036 No Action Alternative

The 833,463 annual operations forecast for year 2036 without the Proposed Action translates to 2,277 AAD operations to be modeled for the Future (2036) No Action Alternative noise analysis. Appendix E provides representative aircraft and engine combinations and the number of average daily operations that were modeled in AEDT for the Future (2036) No Action Alternative. The Future (2036) No Action Alternative fleet mix includes the same retirement of older aircraft types with increases in newer more efficient and quieter aircraft types such as the B78M, A32N, B789, A359, and E170. The Future (2036) No Action Alternative AAD includes 2,277 total operations, of which 11.8 percent of the operations would occur during the DNL nighttime hours of 10:00 p.m. to 6:59 a.m. The trip lengths flown from DFW for the Future (2036) NAA is similar to existing conditions except for the removal of the MD11 aircraft.

Runway end utilization and flight track locations and percent utilization for all of the future alternatives is similar to existing conditions. Due to the increased use of quieter aircraft, the DNL contours have reduced in size and are slightly smaller than the 2031 No Action contour. the 2036 NAA, the DNL contours would extend away from DFW on the north side in two main lobes along the extended centerline of the outboard parallel runway extending off DFW property to north of Bethel Road. On the south side, the contour would extend in two main lobes along the extended centerline of the outboard parallel runway but remaining on DFW property. There would be no noise-sensitive land use within the 2036 NAA DNL 65 dB or greater contours. The DNL 70 dB contour would barely extend off DFW property north of Runways 18R and 17C to across SH 114.

Table 4-18 provides estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DNL 65 dB for the NAA. Approximately 9.72 square miles of land fall within the DNL 65 dB or higher noise exposure area. Of the total land area, approximately 0.44 square miles exposed to DNL 65 dB or higher is located off-Airport, with the remaining 9.29 square miles located on DFW property.

There would be no schools, churches, nursing homes, hospitals, historic properties, or libraries within any of the DNL 65 dB or greater contours. Furthermore, there would be no single family, multifamily, or manufactured housing within the 2036 NAA DNL 65 dB contours. The DNL 65 dB contour extending north from Runway 18R/36L extends off airport property over the western edge

of Mariner Point Park and a portion of the Cowboys Golf Club course and to the south, the DNL 65 dB contour extends over the Bear Creek Golf Course which is on airport property. The park and golf courses are active recreation areas and are compatible land uses within the DNL 65 dB contours (see **Appendix E** for detailed noise analysis).

Table 4-18. Estimated Land Area within No Action Alternative (2036) 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	5.65	0.40	6.04
DNL 70-75 dB	1.79	0.04	1.83
DNL 75+ dB	1.85	0.00	1.85
Total	9.29	0.44	9.72

Source: HMMH analysis, 2026

There would be no schools, churches, nursing homes, hospitals, historic properties, or libraries within any of the DNL 65 dB or greater contours. Furthermore, there would be no single family, multifamily, or manufactured housing within the 2036 NAA DNL 65 dB contours. The DNL 65 dB contour extending north from Runway 18R/36L extends off airport property over the western edge of Mariner Point Park and a portion of the Cowboys Golf Club course and to the south, the DNL 65 dB contour extends over the Bear Creek Golf Course which is on airport property. The park and golf courses are active recreation areas and are compatible land uses within the DNL 65 dB contours (see **Appendix E** for detailed noise analysis).

4.6.11 2036 Proposed Action Alternative

The 2036 Proposed Action Alternative reflects the year of implementation (2031) plus five years. All forecasted demand would be accommodated with the additional gates in the Proposed Action Alternative. Therefore, the forecast annual operations for Future (2036) Proposed Action Alternative would be over 965,000 operations.

The 965,603 annual operations forecast to occur in 2036 with the Proposed Action translates to 2,638 AAD operations were modeled for the 2036 Proposed Action Alternative noise analysis. The 2036 Proposed Action fleet mix would include the additional operations in the Air Carrier and Air Taxi categories (an additional 353 operations in Air Carrier and 11 operations in Air Taxi) compared to the 2036 NAA. The 2036 Proposed Action AAD includes 2,638 total operations, 11.8 percent of which occurred during the DNL nighttime hours of 10:00 p.m. to 6:59 a.m.

The trip lengths flown from DFW for the 2036 Proposed Action Alternative are similar to the 2036 NAA. Runway end utilization and flight tracks for the 2036 Proposed Action Alternative would be expected to be the same as the (2036) NAA.

Due to the increased use of quieter aircraft, the DNL contours have reduced in size and are slightly smaller than the 2031 Proposed Action contour. In the 2036 Proposed Action Alternative, the DNL contours would extend away from DFW on the north side in two main lobes along the extended centerline of the outboard parallel runways, extending off airport property on the west side to Grapevine Lake and on the east side to north of Bethel Rd. On the south side, the contour would extend in two main lobes along the extended centerline of the outboard parallel runways, extending off airport property on the west side just north to SH 183 and remains on airport property on the east side. The DNL 65 dB contour would also extend off airport property north of Runway 17L over compatible land use and south of Runway 35R. The DNL 70 dB contour would barely extend off DFW property north of outboard parallel runways to across SH 114. Figure 4-6 in **Appendix E** provides the resultant DNL contours for the 2036 Proposed Action Alternative.

Table 4-19 provides estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DBL 65 dB for the Proposed Action Alternative. Approximately 11.12 square miles of land fall within the DNL 65 dB or higher noise exposure area. Of the total land area, approximately 0.67 square miles exposed to DNL 65 dB or higher are located off airport property, with the remaining 10.45 square miles located on DFW property.

Table 4-19. Estimated Land Area in the 2036 Proposed Action Alternative Noise Exposure Contours

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	6.40	0.62	7.02
DNL 70-75 dB	1.96	0.05	2.01
DNL 75+ dB	2.09	0.00	2.09
Total	10.45	0.67	11.12

Source: HMMH analysis, 2026

There would be no schools, churches, nursing homes, hospitals, historic properties, or libraries within any of the 2036 Proposed Action DNL contours. Furthermore, there would be no single-family houses, multi-family or manufactured housing within any of the 2036 Proposed Action Alternative noise contours. There is a change in noise in 2036 between the No Action and Proposed Action Alternative, but the DNL 65 dB contour does not extend as far south in 2036 due to fleet improvements and increased use of quieter aircraft, therefore no residential land use is within the DNL 65 dB contour. The DNL 65 dB contour extending north from Runway 18R/36L extends off airport property over the western edge of Mariner Point Park and a portion of the Cowboys Golf Club course and to the south, the DNL 65 dB contour extends over the Bear Creek Golf Course which is on airport property. The park and golf courses are active recreation areas and are compatible land uses within the DNL 65 dB contours (see **Appendix E** for detailed noise analysis).

4.6.12 Comparison of the 2036 No Action Alternative and Proposed Action Alternative

Table 4-20 provides a comparison of the estimates of the total area, on-airport area, and off-airport area exposed to aircraft noise of at least DNL 65 dB for the No Action and Proposed Action Alternatives. The noise exposure analysis results show a slight increase in both the on-airport and off-airport land areas due to the increase in operations in the Proposed Action.

Table 4-20. Estimated Land Area within 2036 Noise Exposure Contour Alternatives

Alternative	Contour Range	Airport Property Estimated Land Area (sq mi)	Non-Airport Property Estimated Land Area (sq mi)	Total Estimated Land Area (sq mi)
No Action	DNL 65-70 dB	5.65	0.40	6.04
No Action	DNL 70-75 dB	1.79	0.04	1.83
No Action	DNL 75+ dB	1.85	0.00	1.85
No Action	Total	9.29	0.44	9.72
Proposed Action	DNL 65-70 dB	6.40	0.62	7.02
Proposed Action	DNL 70-75 dB	1.96	0.05	2.01
Proposed Action	DNL 75+ dB	2.09	0.00	2.09
Proposed Action	Total	10.45	0.67	11.12

Alternative	Contour Range	Airport Property Estimated Land Area (sq mi)	Non-Airport Property Estimated Land Area (sq mi)	Total Estimated Land Area (sq mi)
Difference (Proposed minus No Action)	DNL 65-70 dB	0.75	0.22	0.98
Difference (Proposed minus No Action)	DNL 70-75 dB	0.17	0.01	0.18
Difference (Proposed minus No Action)	DNL 75+ dB	0.24	0.00	0.24
Difference (Proposed minus No Action)	Total	1.16	0.23	1.40

Source: HMMH analysis, 2026

The comparison between 2036 NAA and 2036 Proposed Action Alternative is shown on Figure 4-7 in **Appendix E**. Noise contours are presented for the DNL 65 dB, 70 dB, and 75 dB. North of Runways 18R and 17C, the contour would extend further to the north due to increased arrivals to Runways 18R and 17C. The contour north of Runway 17L would extend further north than the Future (2036) NAA due to increased arrivals to Runway 17L. The area between Runways 18L and 17R would increase due to increased departures from Runways 36R and 35L.

To the south of the airport, the contour south of Runways 36L and 35C would extend further to the south due to increased arrivals to Runways 36L and 35C. The area between Runways 36R and 35L would increase due to the increase in departures from Runways 18L and 17R. The contour south of 35R would extend further to the south but remain over compatible land use due to increased arrivals to Runway 35R.

For 2036, there are no areas of 1.5 dB increase within the Proposed Action Alternative DNL 65 dB contours. Therefore, there is no significant noise impact due to the Proposed Action Alternative. There are also no 3 dB changes between the Proposed Action Alternative DNL 60 dB and 65 dB contours and no 5 dB changes between the Proposed Action Alternative DNL 45 dB and 60 dB grid points. Therefore, there are no reportable changes due to the Proposed Action Alternative.

4.6.13 Mitigation

According to FAA Order 1050.1G, a significant noise impact would occur if the analysis showed that the Proposed Action Alternative 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. 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 as a result 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.

4.7 Water Resources

Per FAA Order 1050.1G, Water Resources include wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers. As previously discussed, in **Section 4.2**, there are no groundwater or Wild and Scenic Rivers that could be directly or indirectly affected by the Proposed

Project. There are wetlands adjacent to the eastern staging area, within approximately 0.1 miles of the Proposed Project eastern staging area. There are no areas designated as the 100-year floodplain within the direct areas; the nearest area designated as the Federal Emergency Management Agency (FEMA) 100-year floodplain is approximately 0.5 miles from western project staging area.

4.7.1 Background and Existing Conditions

Consistent with FAA guidelines from the FAA Order 1050.1G (July 2025) and FAA Order 1050.1 Desk Reference (February 2020), 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).

Currently, drainage for the Landside and the Airport Operations Area (AOA) is managed through separate systems. Landside surface drainage, including some of the water that drains off the facility roofs, is directed to stormwater collection pipes and storm drains connected to the 96-inch storm-sewer trunk line. On the AOA side, water is collected in a series of storm drains and directed to the first flush system, type-D inlets, and oil/water separators before draining to the stormwater system (SWS).

DFW operates a stormwater pretreatment collection system and retreatment facility for stormwater associated with industrial activities. The stormwater associated with industrial activities includes first-flush stormwater discharge from the aircraft parking aprons, gates, hangars, maintenance areas, a fuel farm, and 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 (TRA) Central Plant in Irving, Texas.

4.7.2 Significance Thresholds

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. Please note that these factors are not intended to be thresholds. If these factors exist, there is not necessarily a significant impact; rather, the FAA must evaluate these factors in light of context and intensity to determine if there are significant impacts. Factors to consider that may be applicable to surface waters include, but are not limited to, situations in which the proposed action or alternative(s) would have the 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.

4.7.3 No Action Alternative

Under the NAA, there would be no additional project-related impacts on water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers), as no additional project-related construction activities would occur. Therefore, there would be no impact to water resources (stormwater) not already occurring or expected to occur.

4.7.4 Proposed Action Alternative

As discussed in **Section 4.2**, there are no groundwater or Wild and Scenic Rivers that could be directly or indirectly affected by the Proposed Project; therefore, this section does not discuss groundwater (sole-sources aquifers) or Wild and Scenic Rivers.

Wetlands: 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.

Floodplains: The Supplemental Project area and support locations are not located within the mapped FEMA 100-year floodplain. The nearest area designated as the FEMA 100-year floodplain is approximately 0.5 miles from western project staging area and support locations. **Figure 4-3** shows the Supplemental Project Area and associated staging yards [designated as the 100-year floodplain (Zone A) and the regulatory floodway (Zone AE)]. The Proposed Actions evaluated in this Supplemental EA would not include construction or site disturbance activities within areas designated as the 100-year floodplain or regulatory floodway. Furthermore, 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.

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.

Surface Waters: Stormwater Quality and Quantity

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 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.

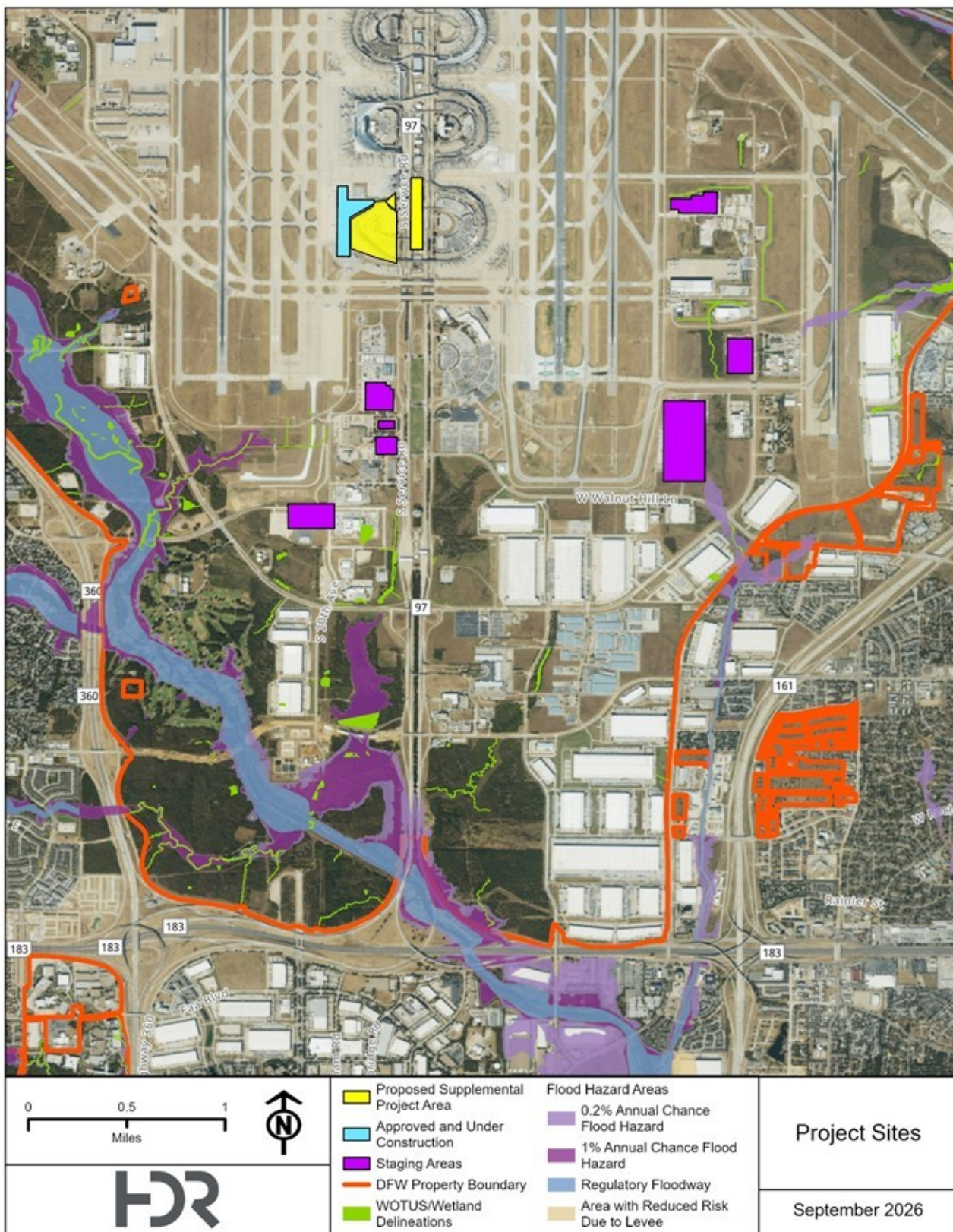
The Proposed Action evaluated in this Supplemental EA would be constructed on both impervious and pervious areas and would convert approximately 21.3 acres (14-acres associated with the Terminal F Garage and 7.3-acres associated with the Terminal F Phase 1/1A) of pervious grassy areas to impervious cover. The increase in impervious cover would result in a change in the stormwater runoff rates, discharge volumes, and pollutant characteristics. The stormwater runoff would be collected through downspouts, surface drains, inlets, and storm pipes connected to two 96-inch and 120-inch main trunklines that convey the stormwater downstream, to Bear Creek and Trigg Lake.

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 (**Appendix F, Figure 5**). 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 (**Appendix F, Figure 6**). 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. Refer to **Appendix F** for the Stormwater Drainage Memo and detailed discussion on drainage improvements.

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** for Drainage Analysis Memorandum. During the Final Design Phase, DFW will coordinate any design modifications with the DFW Floodplain Manager and Watershed Protection team to provide them opportunities to review the revised analyses and design plans and check for compliance with all applicable local, state, and federal requirements.

Figure 4-3. Supplemental Project Area and FEMA 100-Year Floodplains



4.7.5 Mitigation

The proposed underground detention structures would provide stormwater storage capacity and allow DFW to slowly release the stormwater such that the downstream areas would not experience high stormwater volumes and high stormwater velocities.

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.

4.8 Socioeconomics and Children's Health and Safety Risks

4.8.1 Background and Existing Conditions

This section describes the affected environment, for socioeconomics, public services (including road network, surface transportation, or traffic patterns), and children's environmental health and safety risks. This study area was defined by identifying resource categories associated with potential adverse effects from the supplemental action.

Only one resource area (Road Network to Access the Terminal F Parking Garage from International Parkway) was identified as having potential effects prior to mitigation. Disruptions to local traffic patterns could reduce the level of service (LOS) on roads serving DFW and surrounding communities. The FAA has not established a specific significance threshold for socioeconomics under FAA Order 1050.1G; however, the FAA has identified factors to consider when evaluating the context and intensity of potential impacts. The factors include but are not limited to, situations in which the action would:

- (1) Disrupt or divide an established community;
- (2) Cause extensive relocation when sufficient replacement housing is unavailable;
- (3) Cause extensive relocation of community businesses that would create severe economic hardship for affected communities;
- (4) Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- (5) Produce a substantial loss in the community tax base.

4.8.2 No Action Alternative

Under the NAA, DFW would not implement the supplemental Proposed Action being evaluated in this EA. DFW would proceed with the construction of previously approved projects and would continue to operate the Airport and perform the requisite maintenance of airport facilities and infrastructure. The Terminal F Node 1 concourse, Terminal F Parking Garage and Ticketing Facility, as well as the associated utilities and roadway improvements would not be constructed.

4.8.3 Proposed Action Alternative

The resource areas identified with adverse effects remain generally consistent with those documented in Section 5.8.2 of the 2024 EA. 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 (see **Appendix G**, Figure A) 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 (included in **Appendix G**) 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. (See **Appendix G** for the Project Traffic Modeling Assumptions Memo and Proposed Roadway Improvements). 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.

4.8.4 Mitigation

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:

1. Right-hand exit to southbound International Parkway, that will allow the southbound users to access the Garage building on Level 1 and Level 4
2. Right-hand merge into northbound International Parkway for users exiting the Garage building from Level 1 and Level 3
3. Right-hand merge into southbound International Parkway for users exiting the Garage building from Level 1
4. 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:

1. South U-turn from southbound International Parkway to northbound International Parkway,
2. Right-hand exit from northbound International Parkway elevated road to Terminal E,
3. Terminal E recirculation road, and
4. 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 (See **Appendix G**).

SECTION 5 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The development of this Supplemental 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.

5.1 Agency Coordination

DFW coordinated with FAA, TCEQ, and THC during the development of the Supplemental EA. Agency coordination with TCEQ consisted of email correspondence and virtual meetings with the TCEQ Air and Radiation Department's Air Quality team (**Appendix C**). Agency coordination with THC consisted of email correspondence and virtual project coordination meetings with the Above-ground, Architectural and Historic Resources team and Archaeological and Cultural Resources team (**Appendix D**).

TCEQ requested an analysis and supporting data showing that the potential air quality effects associated with the actions evaluated in the Supplemental EA would not exceed the emissions budget approved in the 2024 Final General Conformity Determination and FONSI/ROD. Because the estimated project-related NO_x and VOC emissions were found to be above the *de minimis* thresholds, from 2026 through 2036, a memorandum to the 2024 General Conformity Determination was prepared and was submitted to TCEQ for their review and concurrence (**Appendix C**). TCEQ reviewed the memorandum to the 2024 General Conformity Determination and Air Quality Technical Report and confirmed that the emissions from the revised Proposed Action are 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 would not be greater than those detailed in the approved general conformity determination. On September 4, 2026, TCEQ determined that a Reevaluation of Conformity would not be required; therefore, TCEQ's December 6, 2023, General Conformity Concurrence Letter is still applicable. TCEQ confirmed that the Proposed Action would utilize the available excess emissions reductions within the approved Serious RFP SIP, in accordance with the 2024 Final General Conformity Determination. TCEQ added that the Proposed Action emissions along with all other emissions in the area do not exceed the emissions budget in the SIP, as such, the NO_x and VOC emissions that would result from the Proposed Action are included in the SIP.

An NHPA Section 106 Consultation for Historic Properties was completed for the Proposed Action (**Appendix D**). The Section 106 analysis concluded that no historic properties were present and there were no adverse effects from the project. DFW submitted the Section 106 Report for the project components evaluated in this Supplemental EA on June 26, 2026; the report was reviewed by THC, and on July 22, 2026, THC concurred with the report findings and conclusions (**Appendix D**).

5.2 Public Involvement

Based on the supplemental emissions analysis detailed in the memorandum to the General Conformity Determination, TCEQ concurred that that a Reevaluation of Conformity was not required because in accordance with 40 CFR 93.157 Reevaluation of Conformity, is not required if 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.

SECTION 6 PREPARERS

As required by FAA Order 5050.4A, paragraph 77, the names and qualifications of the principal persons contributing information to this Supplemental EA are identified. In accordance with Section 1502.6 of the CEQ regulations, the efforts of an interdisciplinary team, consisting of experts in various fields were required to accomplish this study. Specialists involved in this Supplemental EA included those in such fields as airport planning; noise assessment and abatement; land use planning; air quality; historic, architectural, and archaeological resources; and other disciplines. It should also be noted that while an interdisciplinary approach has been used, all decisions made regarding the content and scope of this Supplemental EA are those of DFW Airport.

DFW International Airport – Airport Sponsor

Sandra Lancaster, AVP Environmental Programs
Jamila Murchison, NEPA Project Manager
Samuel Tan, NEPA Environmental Program Manager
Lauren Henson, Construction & Building Sciences Environmental Program Manager
Cristian Sigala, NEPA Environmental Project Manager
Alana Hosey, AVP Planning
Robbie Terrell, Planning Manager
Vivek Khanna, PhD, PE, Program Director and Traffic
Brendon White, Senior Manager, Infrastructure Engineering, ETAM, Stormwater Drainage
Soo Bum Bae, PhD, ETAM Senior Quality Engineer, Watershed Management
Ada Gabriela Inda, PE, Floodplain Manager, ETAM Watershed Management
Ahmed Samiel Ahsan, PE, PTOE, Project Engineer - Traffic

Federal Aviation Administration Southwest Region, Texas ADO

Kristi Ponozzo, Regional Environmental Protection Specialist,
John MacFarlane, Regional Environmental Programs Manager,

HDR

Kristine Lloyd, NEPA Support - Environmental Analysis and EA Preparation (Principal)
Esther Chitsinde, NEPA Support – Environmental Analysis and EA Preparation
Terri Asendorf Hyde, NEPA Support, Document Preparation, QA/QC
Jeff Smith, GIS and Mapping
Gabriel Ortiz, GIS and Mapping
Vicky Hsu, Air Quality Modeling and General Conformity Analysis
Ronald Ying, HDR, Senior Air Quality Analyst (General Conformity Quality Control)
Steven Yu, HDR, Air Quality Analyst
Steve Dong, Accessibility and Rehabilitation Act (RHA) Section 508 Compliance
Michelle Brimmer, Accessibility and RHA Section 508 Compliance
Lauren Coker, Environmental Planner

HMMH

Robert Mentzer, Noise and Operational Emissions Lead
George Noel, Air Quality Analysis

Hyde Regulatory Consulting (HRC)

Richard Hyde, Senior Advisor – General Conformity

INTEGRATED ENVIRONMENTAL SOLUTIONS (IES)

Rae Lynn Schneider, NEPA Support
Kevin Stone, Principal Investigator
Morgan Granger, Historian
Hannah Motta, NEPA Support

KOMATSU ARCHITECTURE

Karl Komatsu, President
Marie Oehlerking, Historic Preservation Specialist

VIRIDIS CONSULTING

Richelle Simpson, Administration and NEPA Support

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