



DALLAS  
FORT WORTH  
INTERNATIONAL  
AIRPORT

# Notice of Availability of the Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Runway 18L/36R Rehabilitation Project at Dallas Fort Worth International Airport

## Project background

The Federal Aviation Administration (FAA) and Dallas Fort Worth International Airport (DFW) have prepared a Draft Environmental Assessment (EA) and Draft General Conformity Determination to evaluate the potential environmental impacts of the Proposed Runway 18L/36R Rehabilitation Project. The Draft EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 as well as FAA Order 1050.1G: Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions. Additionally, in compliance with the Clean Air Act (CAA), a Draft General Conformity Determination has been prepared for the Proposed Project and is being made available for public review under Section 176(c) of the CAA and Amendments of 1990.

## What is the project?

DFW Airport is proposing to rehabilitate Runway 18L/36R. The project includes:

- Pavement rehabilitation and construction of an asphalt overlay
- Shoulder and blast pad pavement reconstruction
- Northwest holding pads rehabilitation
- New electrical infrastructure
- Lighting, signage, and drainage improvements.
- Navigational aid (NAVAID) improvements

## What is the purpose of the project?

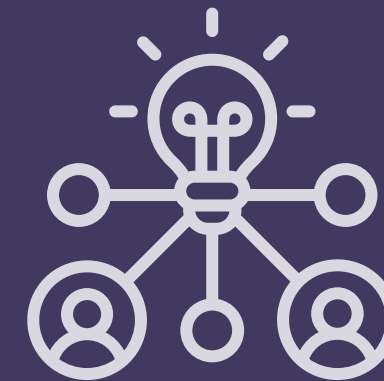
- To enhance safety
- To restore the runway pavement
- To extend Runway 18L/36L's useful life
- To reduce maintenance costs

## What is the estimated construction schedule?

- Phase 1 (Partial Closure of Runway): May 2026 to August 2026
- Phase 2 (Full Closure of Runway): August 2026 to April 2027

## Project Location Map

■ Project location ■ DFW Property



## We want your input!

Hard copies of the Draft EA and Draft GCD can be viewed at the DFW Environmental Affairs office at 3003 S. Service Road, Annex A DFW Airport, Texas 75261, during normal business hours.

Please call 972-973-5560 to schedule an appointment to review.



Scan to comment online

## How to submit comments:

Comments may be submitted electronically using the online comment form, or via e-mail at [publiccomment@dfwairport.com](mailto:publiccomment@dfwairport.com), or by postal mail to the address provided on the comment form.

## Comment period

The public comment period extends from February 1, 2026, through March 3, 2026. All comments must be received by 11:59 p.m. Central Standard Time on March 3, 2026, to be considered for this Draft EA and Draft General Conformity Determination. All substantive comments received from the public comment period will be thoroughly reviewed and taken into consideration in the preparation of the Final EA.

## Documents review

The public libraries listed below will also have hard copies in their government or public documents sections. Please contact the local libraries to schedule document viewing times.

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





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# Fact Sheet: Runway 18L/36R Rehabilitation Project

## Environmental Analysis

The Draft EA evaluates the potential environmental effects of the Proposed Project, in accordance with NEPA, FAA Order 1050.1G, and FAA Order 5050.4B. The Draft EA includes an analysis of reasonable alternatives, potential environmental impacts, and mitigation measures.

## Air Quality and General Conformity

The Clean Air Act has National Ambient Air Quality Standards (NAAQS) to protect the public from the effects of air pollution. Areas that do not meet the NAAQS are designated as nonattainment. The Dallas-Fort Worth metropolitan area is designated nonattainment for ozone; therefore, general conformity regulations apply.

The Draft General Conformity Determination evaluates whether the project conforms to the applicable Texas State Implementation Plan (SIP). FAA and DFW are coordinating with the Texas Council on Environmental Quality (TCEQ) as part of the General Conformity Process.

Estimated pollutant emissions from the project include Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs), also known as Ozone precursors. The estimated project-related NOx would exceed the de minimis threshold of 25 tons per year (tpy). Estimated VOC emissions would be well below the 25 tpy de minimis threshold (see table below).

On December 17, 2025, TCEQ completed their review of the air quality analysis and the Draft General Conformity Determination and concurred with the findings stating that the project conforms to the Texas SIP.

## Estimated Project Emissions

Calendar Year	Emissions Category	NOx (tpy)	VOC (tpy)
2026	Total Construction and Operational Emissions	44.50	18.11
2027	Total Construction and Operational Emissions	42.38	16.14

## What are the noise impacts?

Surrounding communities may experience an increase in noise within their neighborhoods from the effects of the change in operations during a runway closure. DFW modeled the temporary change in noise exposure with and without the planned closure, as required by FAA. Noise modeling is done to determine if the project would create a noise “significant impact”, defined by the FAA as a 1.5 dB increase in the 65 Day/Night Level (DNL) noise exposure contour, over a noise-sensitive land use.

The proposed Project may cause short-term, temporary changes in noise levels during construction as aircraft operations are temporarily shifted to east side runways. The temporary noise changes may affect one multi-family development in the City of Irving. The apartment buildings located directly south of Runway 35R may be temporarily exposed to noise exceeding the significance threshold of 1.5 dB in the 65 DNL noise exposure contour. After construction, aircraft will resume use of Runway 18L/36R.

## Noise Modeling Exhibits

