

Dallas-Fort Worth International

IATA/ICAO CODE: DFW/KDFW  
CITY: Dallas-Ft. Worth  
STATE: TX  
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

Name: Sandy J. Lancaster  
Title: Manager Noise Compatibility Office  
Airport: Dallas Fort Worth International Airport  
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Airport Web Site: [www.dfwairport.com](http://www.dfwairport.com)

ELEVATION: 603 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
13L/31R	9000	-	-	200
13R/31L	9301	-	-	150
17C/35C	13401	-	-	150
17L/35R	8500	-	-	150
17R/35R	13401	-	-	200
18R/36L	13400	-	-	150
18L/36R	13400	-	-	200
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

- a. Turbo-jet aircraft maintain runway heading to MM (0.5 NM) then maintain departure heading for 5 NM prior to initiating further turns.
- b. Turbo-prop aircraft maintain runway heading until reaching safe minimum altitude, then turn to assigned headings using the best rate of climb.

RNAV DEPARTURES

FAA implemented 16 RNAV SID's in September 2005. The RNAV SID assignment is based on destination. RNAV substantially reduced the areas of overflight in the DFW Metroplex condensing the flight tracks to specific corridors. Approximately 95% of DFW's commercial jet fleet is equipped to fly RNAV.



CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

The preferential runway system applied from 6:00am to 10:59pm:				
Jet Aircraft Type of Flow	Activity	Preferential Rating	East Airfield	West Airfiled
South	Arrivals	1st	17C	18R
		2nd	17L	13R
		3rd	17R	18L
	Departures	1st	17R	18L
		2nd	17C	18R
		3rd	17L	
North	Arrivals	1st	35C	36L
		2nd	35R	36R
		3rd	31R	
		4th	35L	
	Departures	1st	35L	36R
		2nd	35C	36L
		3rd	35R	
Propeller Aircraft				
South	Arrivals	1st	17C	18R
		2nd	17L	13R
		3rd	17R	18L
	Departures	1st	17R	18L
		2nd	13L	18R
		3rd	17C	
		4th	17L	
North	Arrivals	1st	35C	36L
		2nd	35R	36R
		3rd	31R	
		4th	35L	
	Departures	1st	35L	36R
		2nd	35C	31L
		3rd	35R	36L
Preferential runway use system late night hours from 11:00pm to 5:59am				
During the late night hours activity will not normally occur on Runway 17L/35R, Runway 13R/31L and Runway 13L/31R unless required by weather, unusual air traffic situations or closure of other runways.				

Runways 18L/36R, 18R/36L, 17R/35L and 17C/35C have sufficient capacity to handle late night activity.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Restriction on ground run-up.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1996	<p>23 Eligible Parcels: 14 Apartment Complexes (70+ DNL), 5 Schools (65+DNL), 3 Churches (70+DNL) and 1 Medical Facility (70+DNL).</p> <p>All mitigation associated with 1992 ROD for new east runway.</p> <p>Only 5 parcels participated: 3 Apartments, 1 School, and 1 Medical Facility. Easement were executed and recorded prior to start of sound insulation construction. No homes were sound insulated (see note under avigation easements).</p> <p>Total cost of SIP: \$4.1 Million</p>
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1995	<p>1,194 properties eligible for choice of Easement Acquisition Program, known as EAP, or purchase assurance, known as Sales Guarantee Program (SGP). Eligible properties were in the 65-70 DNL.</p> <p>All mitigation associated with 1992 ROD for new east runway.</p> <p>Of the 1,194, 62 (5%) elected the SGP. 39 were purchased in fee by DFW either under the hardship program or because they did not sell on open market. All were later resold.</p> <p>23 were sold by owner to 3rd party buyer. DFW subsidized sale so that owner would net 93% of unimpacted FMV. An easement was retained in the title in all SGP properties.</p> <p>Total cost of EAP/SGP: \$34 Million</p>

Avigation Easements	1995	<p>1,194 properties eligible for choice of Easement Acquisition Program, known as EAP, or purchase assurance, known as Sales Guarantee Program (SGP). Eligible properties were in the 65-70 DNL.</p> <p>All mitigation associated with 1992 ROD for new east runway.</p> <p>Of the 1,194, 1,120 (94%) elected the EAP. Participants were paid 25% of the Unimpacted FMV: ½ of which was for the avigation easement and ½ represented a payment in lieu of Sound Insulation</p> <p>1% of the eligible property owners did not participate in either the EAP or SGP programs.</p> <p>Total costs of EAP/SGP: \$34 Million</p>
Zoning Laws	1971	<p>Before DFW Airport was built, the local Council of Governments prepared a noise study and then promulgated the noise contour along with a draft ordinance to the jurisdictions around DFW Airport to be used to govern land use development within the contour area. Most cities adopted the recommended ordinance and most still use it today to govern land use decisions in that contour area.</p>
Real Estate/Property Disclosure Laws	N/A	<p>Some realtors have a disclosure notice about a proposed west runway, yet to be built, that they present to buyers of properties potentially in the influence area of the west runway. This is only used by some realty offices but it gets the buyer calling the Noise Office, in advance of their purchase, to learn about not only the potential affects of the new runway but the effects of existing air traffic on the proposed purchase property.</p>
		<p>Two areas were acquired relative to the mitigation for the new east runway as required by the FAA in its ROD-a mandatory purchase area relative to the construction of the new runway and a voluntary purchase area mandated in the ROD due to new noise from the use of the runway.</p> <p>MPZ - Mandatory Purchase Zone consists of 154 parcels including houses, commercial buildings, two church facilities, one 390-unit apartment complex and several tracks of vacant land. Most of the properties were in</p>

Acquire Land for Noise Compatibility to date	1993	<p>the 70 DNL and above. The properties were needed for the relocation of a road and utility lines as well as grading relative to the construction and use of the new runway. The properties were purchased under the eminent domain, when necessary. All properties were purchased and demolished. Total cost: \$53 Million.</p> <p>OPZ-Optional Purchase Zone consists of 361 residential parcels, including one parcel that consisted of 60 multi-family units. Properties in 70+DNL. The properties were purchased on a voluntary basis but those purchased were demolished. Thirteen properties remain many of which cannot convey clear title. The land.</p> <p>Total cost: \$32 Million</p>
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	\$146 Million
Source of Noise Mitigation Program Funding for Aircraft Noise	-	AIP, PFC and local funds.

NOISE MONITORING SYSTEM



The airport has a permanent noise monitoring system which consists of 35 monitoring sites covering approximately 120 square miles.

#### FLIGHT TRACK MONITORING SYSTEM

Era Corporation's AirScene.com

NOISE LEVEL LIMITS - [NONE](#)

#### STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

#### STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)