

2020 Rehabilitation of Runway 18R/36L

Dallas Fort Worth International Airport



Critical Rehabilitation Project

Runway 18R/36L is DFW's primary west side arrival runway, handling approximately 40% of DFW's daily arrivals. The 13,400 foot runway was built in 1984 and is in critical need of rehabilitation.

Project Details

The RWY 18R/36L Rehabilitation Project includes:

- Keel (middle) section reconstruction
- Hot Mix Asphalt (HMA) overlay
- Reconstruction of shoulders and blast pad
- Drainage improvements
- New electrical infrastructure and LED conversion
- NAVAID (navigational aid) adjustments
- RWY 18R Aircraft Rescue and Firefighting (ARFF) Road realignment

DFW Airport Runway Map



Project Schedule

A project of this size and complexity can take a year or more. To reduce impacts on airfield operations and the community, DFW is accelerating the runway construction schedule to take strategic advantage of the reduced operational levels resulting from COVID-19 impacts. The runway closure will begin on June 1, 2020, 78 days ahead of its planned schedule. It is expected to be complete in early March 2021, at which time the runway will reopen. Remaining work will be completed during nightly closures.

Minimizing Future Impacts

To avoid future runway closures and related impacts, as part of this project, DFW:

- Completed conversion of RWY 18L/36R centerline lights to LED
- Completed improvements to the RWY 13R/31L storm drain system
- Will improve the electrical system on two primary taxiways

Project Timeline

Full Closure:

Early June 2020 - Early March 2021
RWY 18R/36L rehabilitation

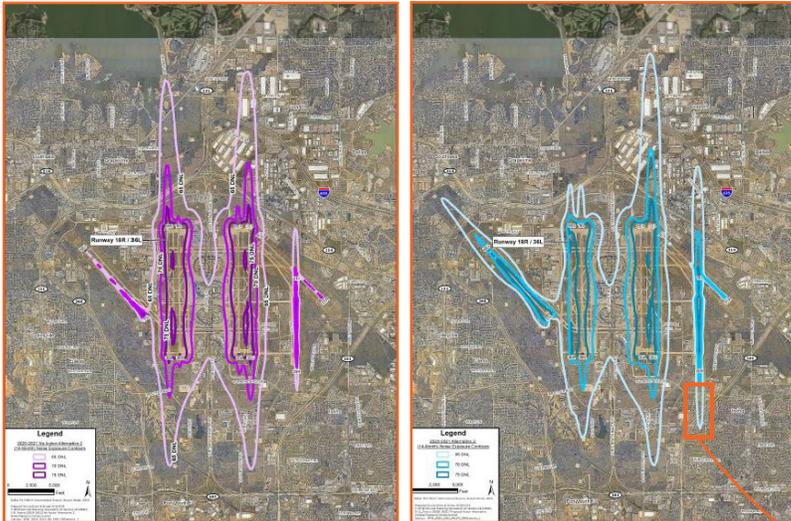
Nightly Closures:

Early March - Late May 2021
RWY 18R/36L open; final completion activities



Noise Changes During Closure

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 "impact", defined by the FAA as a 1.5 Day/Night Level (DNL) increase in the 65 dB DNL noise contour over a noise-sensitive land use.



Without closure

With closure

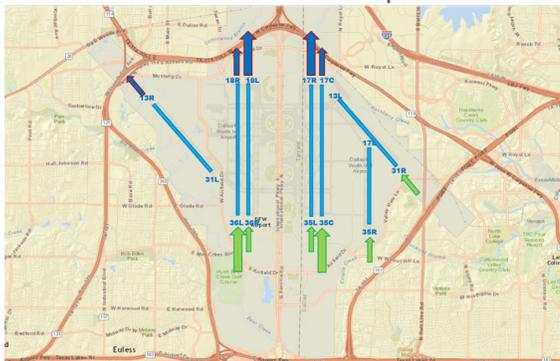
DFW air traffic levels are significantly reduced due to the pandemic impacts. Because the noise modeling was conducted pre-COVID, the noise modeling generally represents a Worst Case Scenario.

The modeled noise indicates there are generally no temporary noise "impacts" except an area in Irving over some apartments. DFW will reach out to these tenants to ensure they are aware of the closure.



Air Traffic During Closure

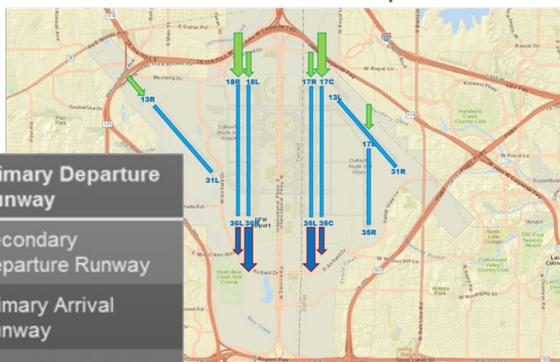
North Flow – Normal Operations



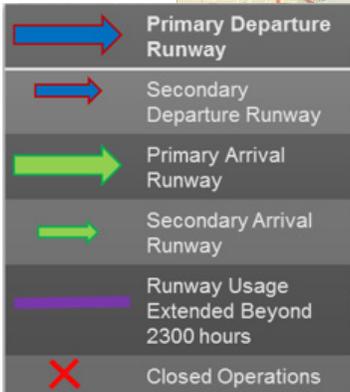
North Flow – 18R/36L Closure



South Flow – Normal Operations



South Flow – 18R/36L Closure



Contact Information

More Information

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Noise Complaint

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