

**U.S. Department of Transportation  
Federal Aviation Administration**

**City of Dallas  
Department of Aviation (DOA)  
Draft Environmental Assessment**

**Runway 18-36 Decommissioning  
NOTICE OF AVAILABILITY (NOA) OF DRAFT ENVIRONMENTAL ASSESSMENT**

Pursuant to Title 49, United States Code, Section (§) 47106(c)(1)(A), notice is hereby given that the City of Dallas, Texas, through its aviation department – Department of Aviation (DOA), proposes compliance with Federal Aviation Administration (FAA) standards for safety areas and lighting at the Dallas Love Field (Proposed Action). The purpose of the Proposed Action is to fulfill the DOA's goals to: 1) eliminate the noncompliant Runway 18-36 Runway Safety Area and Runway Object Free Area; 2) eliminate the need for visual approach slope indicator lights on runway 18-36; 3) eliminate the condition of Runway Protection Zones, as well as incompatible land use, at each end of Runway 18-36 that are not consistent with FAA design standards set forth in FAA Advisory Circular 150/5300-13A, Airport Design; 4) increase airfield efficiency by ceasing operating and maintenance activities associated with an inactive runway; and 5) add office space for DOA staff, allowing the area in which the temporary office space is located to be used for remote aircraft parking.

The Proposed Action consists of decommissioning Runway 18-36 and constructing a new DOA administration building. The decommissioning of Runway 18-36 would include modifications to airfield marking, signage, and lighting and conversion of portions of the runway for use as a taxiway. The administration building would be constructed southeast of the southern end of Runway 18-36 and would include realignment of the perimeter road in the vicinity of the building, construction of new security fencing and parking, and relocation of utilities adjacent to the intersection of Denton Drive and Clifford Street within the Airport property boundary.

The Draft EA evaluates the potential environmental effects of the Proposed Action, and has been prepared pursuant to the requirements of Section 102(2)(c) of the *National Environmental Policy Act of 1969* (NEPA), and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA is the lead federal agency to ensure compliance with NEPA for airport development actions. The Draft EA has also been prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*; and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Pursuant to the federal Endangered Species Act, Clean Water Act, Clean Air Act, National Historic Preservation Act, the Draft EA includes an analysis of prudent or feasible alternatives, potential impacts, and mitigation measures, as appropriate.

Beginning on November 15, 2014, the Draft EA will be available for public review through DOA's website at <http://www.dallas-lovefield.com/> and City of Dallas's website at: <http://dallascityhall.com>, as well as in the following locations during normal business hours, through December 16, 2014:

- Federal Aviation Administration, Southwest Regional Office, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137;
- City of Dallas, Department of Aviation, 8008 Cedar Springs Road, Dallas, Texas 75235
- Bachman Lake Library, 9480 Web Chapel Road, Dallas, Texas 75220
- Grauwlyer Park Library, 2146 Gilford Street, Dallas, Texas 75235

Comments must be postmarked or sent via email by midnight Central Standard Time December 16, 2014.

Please ensure adequate time for mailing. Comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that it will be able to do so. Comments received on the Draft EA and the responses to those comments will be disclosed in the Final EA.

Written comments on the adequacy of the information disclosed in the Draft EA may be submitted by mail or email:

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