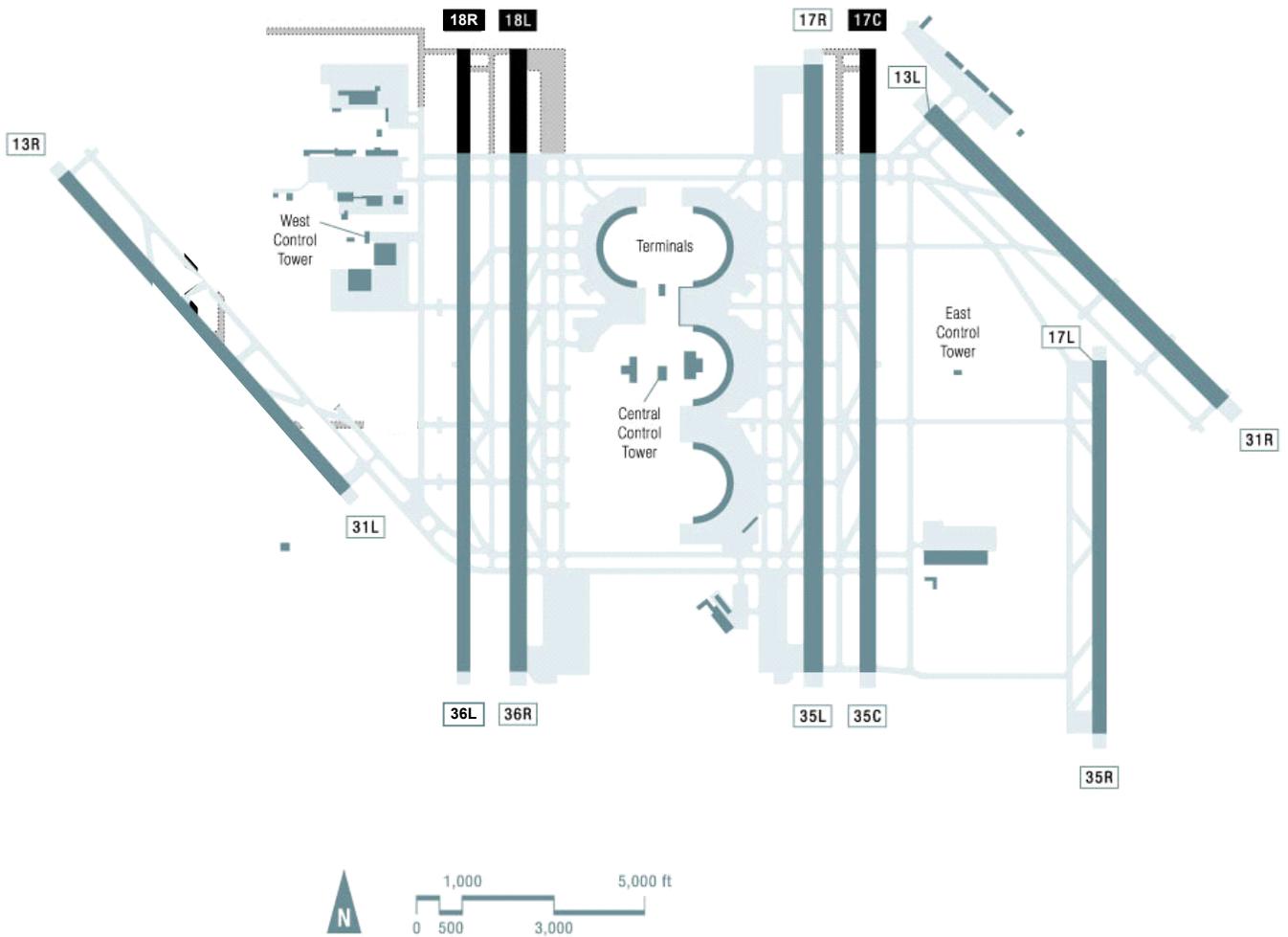


DALLAS-FORT WORTH – Dallas/Fort Worth International (DFW)



DALLAS-FORT WORTH – Dallas/Fort Worth International Airport (DFW)

Benchmark Results

- The capacity benchmark for Dallas/Fort Worth International Airport today is 270-279 flights per hour (arrivals and departures) in Optimum weather, when visual approaches can be conducted.
- The benchmark decreases slightly to 231-252 flights per hour in Marginal conditions, and to 186-193 flights per hour in IFR conditions, for the most commonly used runway configuration in these conditions. Throughput may be less when ceiling and visibility are low, or adverse winds force the use of other runway configurations.
- Note that these benchmarks do not always represent balanced operations. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- Other planned technological improvements at DFW would increase the benchmark rate by 6 to 20 percent. This additional benefit derives mainly from improved delivery accuracy that is assumed to result from advanced TMA and RNAV procedures. RNAV departure procedures allow some departures on the parallel runways currently used only for arrivals. Another planned improvement, CEF, is expected to allow visual separations by suitably equipped aircraft in Marginal conditions.
- The following charts compare actual hourly traffic with the calculated capacity curves for DFW.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

DALLAS-FORT WORTH – Dallas/Fort Worth International Airport (DFW)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (3500 ft ceiling and 5 mi visibility) <i>Occurrence: 81%</i>	Today	Arrivals on Runways 13R,18R,17L/C Departures on 18L, 17R, 13L (props) <i>Frequency of Use: 71% in Optimum conditions</i>	Visual approaches, visual separation	270-279
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		303
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 13%</i>	Today	Arrivals on Runways 13R,18R,17L/C Departures on 18L, 17R, 13L (props) <i>Frequency of Use: 57% in Marginal conditions</i>	Instrument approaches, visual separation	231-252
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	303
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 6%</i>	Today	Arrivals on Runway 18R, 17L, 17C Departures on 18L, 17R, 13L(props) <i>Frequency of Use: 35% in IFR conditions</i>	Instrument approaches, radar separation	186-193
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		205

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

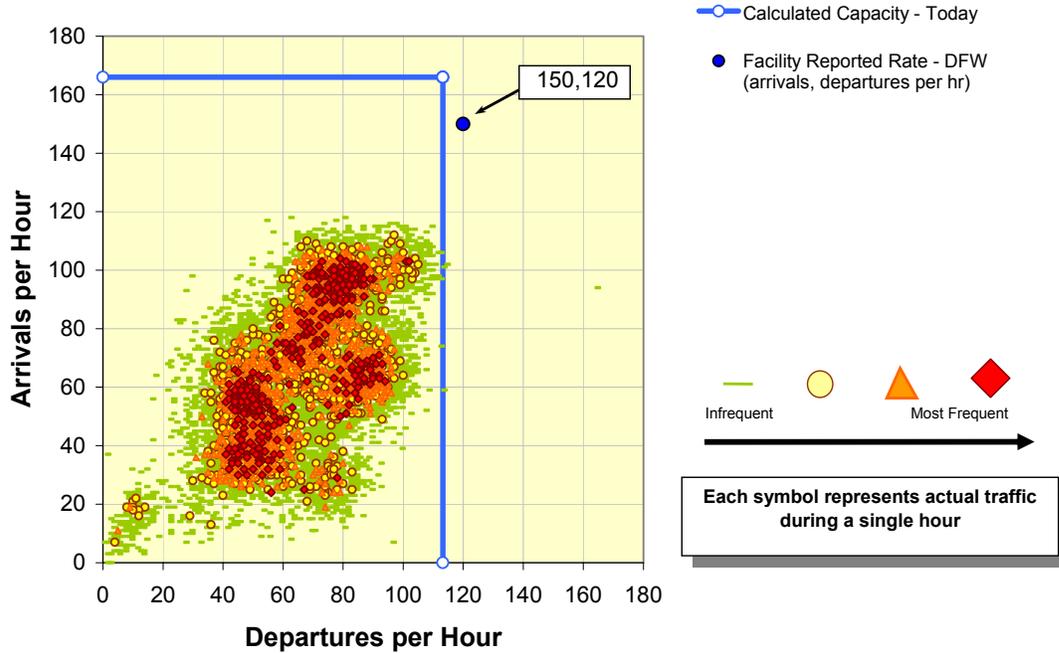
Other planned Improvements at DFW include:

- CEFRR, for reduced in-trail separations between arrivals in Marginal conditions.
- Advanced TMA/RNAV, to improve delivery accuracy and help DFW consistently utilize available capacity.
- RNAV departure routes enable jet departures from Runways 18R and 17C to maintain separation from other departures, while remaining outside noise-sensitive areas.

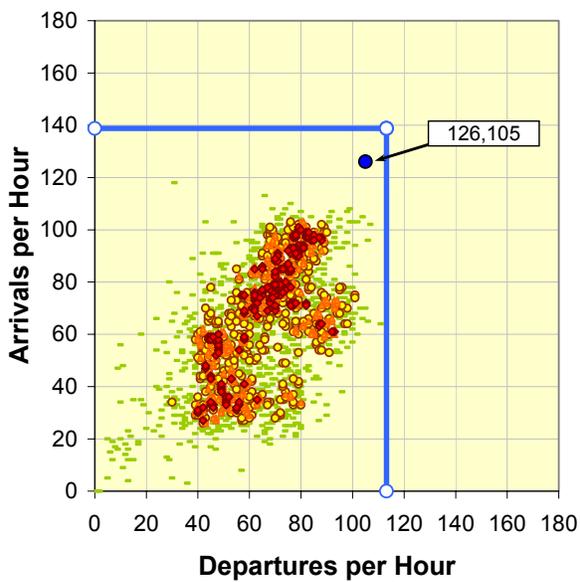
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

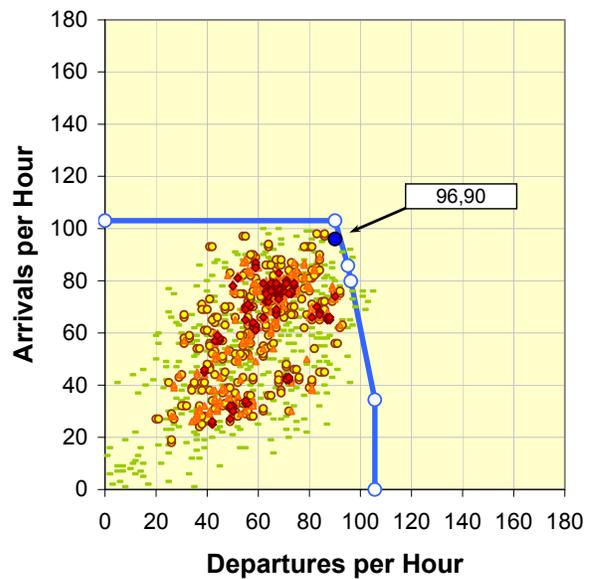
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at DFW.