

**Commercial Space Transportation
Grants Program
Open Period**

Federal Register Notice Posted – Friday, March 18, 2011

Questions and Answers

**** New Questions and Answers are in RED ****

Monday, March 21, 2011:

1. In the notice in the Federal Register, the year 2010 appears. Is this old language? Are you accepting application for the new grants.
 - A. The link provided with the question was from the AST website and was for the FY 2010 program, from the Federal Register Notice in 2010. A new Federal Register Notice was published on Friday, March 18, 2011. If the latest notice is not up on the AST website yet, it will be shortly, so please check back. This notice can always be accessed at the Federal Register website.
 - B. The open period to submit applications has started. The schedule is located in the latest Federal Register Notice.
 - C. Please note in the latest Federal Register Notice the situation regarding funding, related to Congressional appropriation.

2. We wish to clarify an issue with your requirements. It is stated that “project financing must include a private component of at least 10% of the total project cost.” As we are private individuals, can this component be supplied as “in-kind” funding, donating an appropriate portion of our labor?
 - A. Grants, under this program, are awarded to public agencies who have submitted, met the requirements, and them been selected for an award. As a private company or as private individuals, this does not meet the eligibility as a public agency.
 - B. Yes, there is a requirement that a minimum of 10% of the total cost of the project must come from private funding. “In-Kind” funding is acceptable, provided that it is reasonable and is assessed at fair market value for the work.

3. How much funding is being allocated to the Commercial Space Transportation Grants Program for FY 2011?
 - A. At this time, it is not clear what that amount, if any, will be. Please ready the Federal Register Notice regarding this. We are trying to be proactive so that we can disperse funds in a timely and efficient

manner, should there be an appropriation. It is our hope that this will not deter applicants.

4. Were there grant awards given last year, and if so to whom and how much?
 - A. Yes, there were awards given last year. A total of \$500,000 was allocated for Commercial Space Transportation Grants, and this was awarded to four different projects:
 - i. New Mexico Space Port Authority – Automated Weather Observing System - \$43,000
 - ii. Alaska Aerospace Corporation – Rocket Motor Storage Facility - \$227,195
 - iii. Jacksonville Aviation Authority – Spaceport Master Plan - \$104,805
 - iv. East Kern Airport District – Emergency Vehicle - \$125,000

Tuesday, March 22, 2011:

1. According to the Federal Register Notice, funding is available for “Technical and Environmental Studies.” Our read of this is that a broad definition of “technical” applies, in that developing an operational roadmap applying to a federal capability to address on-orbit emergencies would qualify for consideration. Would this be an accurate interpretation, or is this definition more restricted?
 - A. The Commercial Space Transportation Grants Program is intended for infrastructure projects. Those projects related to on-orbit emergencies do not qualify as infrastructure projects. Looking at the list of awardees from last year, there is a “technical study” related to infrastructure that did receive funding. Although the scope of “technical” is broad, it must still fit within the infrastructure intent.
 - B. Additionally, the public agency receiving the grant must have the legal authority to engage in the project. At this time, there are no public agencies with this legal authority.

2. We are faced with the interesting challenge that we reside in a state without a significant public aerospace presence (such as spaceports or NASA centers). Our first thoughts include partnerships with <specific state> Agencies and universities; we also are considering state offices from larger federal agencies. Would the latter approach be within the guidelines? Also, we would be interested if you could provide a list of example agencies who you typically see partnering with these grants to help us find additional contacts.
 - A. The intent for the Commercial Space Transportation Grants Program is to provide grant awards to public agencies authorized by States to support state and local efforts, not federal efforts.

- B. In an effort to remain consistent, equitable, and fair, the FAA/AST cannot provide information related to partnerships and agencies for grants. There are spaceports that are currently licensed with the FAA/AST and that information is public knowledge. There are also forums in which non-licensed public entities discuss their strong desire to be involved in and contribute to the infrastructure of the Commercial Space Transportation industry. Establishing those connections would be up to individual organizations, if interested.
3. How would you prefer to establish fair-market value: simply using local averages based on degrees and experience, or is there a preferred alternative method?
- A. Establishing fair-market value would be dependent on the Mean Statistical Area. Labor rates, for example, would be different in one area of the country than they would be in another area of the country. Taking into account education and experience are also important factors in determining fair-market value.

Thursday, March 31, 2011:

1. In Title 49 §70303. Grant Applications:

(c)(2) The Secretary of Transportation shall consult with the Secretary of Defense, the Administrator of the NASA, and the heads of other appropriated agencies of the government about paragraph (1)(A) and (F) in this section.

(c)(3) If the application proposes to use Government property, the specific consent of the head of the appropriate agency has been obtained;

In the case of <specific location> would that be <various level of authority>? We realize that these codes were written before State governments became integrally involved, but now that we have reached the age of State involvement, who is the 'head of the appropriate agency' in the context of the State agencies acting as the facilitator

- A. If the application proposes to use Government property, as state, the specific consent of the head of the agency having the authority of the property is required.

Federal Government Property: For DOD property, such as a military installation, the appropriate Service Secretary (Secretary of the Air Force, Secretary of the Army, Secretary of the Navy) would need to approve. For NASA property, the NASA Administrator would need to approve. Similar level of approval would be required for all other Federal agencies.

State Government Property: Similar levels within the State Government would have to approve the use of State property. If the public agency applying for the grant has jurisdiction over the property, then the approval is not required. However, if the project imposes on other property for which another State agency has jurisdiction, approval from that State agency would be required.

Thursday, April 8, 2011:

1. How much funding will be available in FY 2011 for the Commercial Space Transportation Grants Program?
 - A. From the Federal Register Notice:

It must be noted that with the FY 2011 Congressional appropriation not yet enacted, the FAA's Office of Commercial Space Transportation (AST) does not currently have funding for the Commercial Space Transportation Grants Program. Should there be an appropriation for the Commercial Space Transportation Grants Program; the FAA/AST intends to swiftly execute grant awards within FY 2011. To facilitate this, the FAA/AST is requesting grant applications at this time. The FAA/AST intends to receive, process, and evaluate the applications in a timely manner, and in accordance with the notional schedule listed below, so should there be an appropriation, the recipients will already be selected and the awards can be made within FY 2011. There remains the possibility that no funds will be appropriated in FY 2011 for the Commercial Space Transportation Grants Program. If no funds are appropriated, no grant applications submitted in response to this Notice will be approved and funded.

Thursday, April 21, 2011:

1. Could you please confirm that the 2011 Federal Budget just passed continues to fund the CST Grant for FY2011, as described in FR-2011-03-18 Doc.2011-6325?
 - A. With the Federal Budget just being passed, not all of the funding has made the way through the Department of Transportation, to the Federal Aviation Administration, to the Commercial Space Transportation Line of Business. It is our intention that there will be funding available for the Commercial Space Transportation Grants Program, however the amount is still yet to be determined. Once that is determined, we will post it on our website.

2. When are you likely to know how much (if any) funding will be allocated by the Federal Government to support this
 - A. With the budget agreed to at the top level, it does take time to filter down. We are hoping to know how much we will have allocated for the Grants Program very soon. There is no specific date right now, but we do anticipate there to be funds allocated. Once that has been determined, the information will be posted soonest – probably through the website to keep things fair to all who wish to apply.
3. In researching the FAA site, the grant information is still using a 2010 deadline date. Is this the correct procedure or is there updated 2011 information somewhere?
 - A. Below is the website for the Office of Commercial Space Transportation Grants Program. On this site is the 18 march 2011 Federal Register Notice link. Within this Notice is the deadline for submissions – Friday, 13 May 2011, 1200 (noon) Eastern Time. There is also an Application Checklist on this page.

http://www.faa.gov/about/office_org/headquarters_offices/ast/grants_program/

- B. If you go to the Commercial Space page (the top link on the menu on the left), under News and Announcements, there is a “Questions and Answers” page that gets updated as questions come in.
4. In regard to Line 13 – Contingencies, on SF 424-C, what is the percentage that we can use for this line? In looking at the instruction, it says to “consult the Federal agency for the percentage of the estimate construction cost to use.”
 - A. SF 424-C is to be used for construction projects. SF 424-A is to be used for non-construction projects.
 - B. Please use 10% as the percentage. For Line 13, this is 10% of the value in Line 12.
5. Can funding for this program be applied to support the environmental assessment studies required to obtain a Commercial Spaceport License from the FAA <FAA terms this as a License to Operate a Launch or Reentry Site>? If the answer to this is “Yes” and given that such studies normally take two or more years to complete, is it possible to apply for continued matching federal funds from the CSTGP in subsequent years (assuming you are awarded a CSTGP grant for these studies in year 1), or should we apply for all Federal matching funds required to support all of these studies “up front” (in our initial grant application)?

- A. Yes, per the Federal Register Notice, "To meet the intent of the program, development projects eligible for funding include: 1. Technical and environmental studies; or..." Environmental assessment studies do fall under the scope of the intent for this grant program.
- B. An applicant could do either.
 - i. If the applicant would like to apply for an environmental study project, they may apply for the total funds up front. If awarded a grant, please keep in mind that the funds are obligated in the year they are appropriated, and there is a timeline on spending those funds. If the study goes beyond the timeline for spending those funds, the funds do expire. Also, those funds must be matched in accordance with the requirements, as well as terms and conditions, of the award.
 - ii. If there are natural break points in the overall study, the applicant could apply for sections of the environmental study project each year. A few notes on this: 1) This is predicated on being awarded each year for the grant – which is not guaranteed; 2) If the section for which the grant was awarded is complete and there are funds remaining on the award, the remaining funds CANNOT be spent to fund other parts of the overall study that were not included in the project submission for the section that was completed – the grant funds what was proposed; and 3) match must be obtained for each grant award – this is not a cumulative process.

Monday, April 24, 2011:

- 1. Does development of innovative methods for infrastructure condition monitoring fit into the topic of commercial space transportation infrastructure development of the Commercial Space Transportation Grants Program? We do not propose to build infrastructure, but develop innovative methods to monitor condition of the infrastructure to ensure its safety and continuous use.
 - A. The Commercial Space Transportation Grants Program is not an academic grant program. This program is looking for practical infrastructure and building projects. Studies that would be included in this grant program are related to environmental aspects (studies to enable construction), architectural and engineering design work, and site master plans. What is proposed in the question is not an actual component of an operational spaceport, and is in-line with theoretical concepts as opposed to implementation for infrastructure.

- B. Our office does have grant work in the Research and Development arena, through the AST Centers of Excellence. If you would like more information on that, please contact Ken Davidian at 202-267-7214.
2. Where can I find a document which details preparation of the proposal for the Commercial Space Transportation Grants Program?
 - A. Information on the Commercial Space Transportation Grants Program can be found at the AST website:

http://www.faa.gov/about/office_org/headquarters_offices/ast/

- B. In the "News and Announcements" section, there is information related to the Federal Register Notice that came out on 18 March 2011. In the Federal Register Notice, it specifically calls out the intent of this program is for infrastructure. The "Questions and Answers" link is also on this page and is updated when new questions come in. If you go to the Commercial Space Transportation Grants Program website, there is more information.
3. What is the period of performance?
 - A. The funding is an annual appropriation. The requestor may propose a period of performance consistent with the project scope and schedule.
 4. What is allowable and typical budgets for a project involving a university and privately owned company?
 - A. Per the Federal Register Notice, a "public agency" has to be the requestor for the grant award. The grant itself is a matching grant; if awarded, the Federal Government will provide no more than 50%. In addition, at least 50% of the total project funding must come from the awardee, and there is a requirement that 10% of the total project funding must come from private sources.
 5. Are there items that are not allowed on the budget, i.e. equipment, student salaries, faculty salaries, etc.?
 - A. This is not an academic grant.

Thursday, May 5, 2011:

1. If the project we would like to submit an application for requires an environmental review (EA, EIS), can we request assistance in funding that environmental review along with our project?
 - A. No. The environmental review process must be complete prior to approval of grant funding for a project, unless the project is an environmental study.

- B. The applicant could submit for the environmental study in one grant cycle, and then submit for the project in the subsequent grant cycle. The results from the environmental study could then be used as the basis for meeting the environmental requirements for the project.

Wednesday, May 11, 2011:

1. Is it possible to extend the grant application submission deadline since the funding has not been determined as of yet?
 - A. No. Due to the time constraints to evaluate, process, approve, and award the grant, extending the deadline is not possible. The grant application submission deadline was established to meet the timeline required for obligating funds within the fiscal year. The deadline is not dependent on knowing what the funding may be for this fiscal year.
2. I need a van to transport patients. How do I apply for this transportation grant?
 - A. The Commercial Space Transportation Grants Program is not a generic transportation grant program. This program is looking for practical infrastructure and building projects for the commercial space transportation industry.

Thursday, May 12, 2011:

1. Can you please clarify the submission (and time receipt) options? It is our understanding that you can do one of 2 options: 1) Submit 1 original and 4 copies to the address provided and all must be received no later than Friday, 13 May 2011, at 12:00 est (noon); 2) Submit 1 original and 3 copies to the mailing address provided and one electronic copy to the emails provided. However, in the second option, is it contingent on the electronic copy being received by Friday, 13 May 2011, by 12:00 est (noon)? And then the hard copy mailings can be soon to follow (not necessarily due on Friday, 13 May 2011, by 12:00 est (noon))?
 - A. Electronic + Hard Copies: Need to have electronic copy in by noon (Eastern Time), Friday, 13 May 2011. The hard copies need to be sent/postmarked NLT 13 May 2011. So, as long as they are in some form of delivery by 13 May 2011, that is sufficient - if we have an electronic copy by the deadline. Just as a note, since our facility is a government facility, the mail is delayed getting to our office. If another service (such as Fed Ex) is used, it gets to us more quickly.
 - B. Hard Copies ONLY: Need to be in by noon (Eastern Time), Friday, 13 May 2011. This can be hand carry, mail, another service, etc.

- C. Basically, we need something in our hands by noon (Eastern Time), Friday, 13 May 2011, for the submission to be counted as on time. But we do need to still have the hard copies, which is why if you do submit electronically, we still need the others sent in (which is why the postmark of the same day is used).