



FAA
Airports

Q&As Based on Questions Submitted After NOFO Issuance on 12/29/22

January 20, 2023

After the NOFO was publically released on December 29, 2022 (87 FR 80248), we received several questions. Some of these questions addressed the application procedures, while others addressed specific eligibility questions, particularly related to projects in groups N (noise planning and mitigation), E (environmental projects) and VZ (VALE/ZEV). These questions and FAA's responses are set forth below.

Q16: Does the application package follow the same package per ARP SOP 6.0 including SF-424, Project cost breakdown, sketch, narrative, form 5100-100/101, bid if available, exhibit A and title certificate?

A16: The application expected is the SF 424 form available at: [Airport Improvement Program \(AIP\) 2022-2024 Supplemental Appropriation | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/airports/airports-program/2022-2024-supplemental-appropriation). Additional information is required as stated in Section D (2) of the NOFO and there are specific information requirements for the various types of project groups (N, E, VZ, and I). *Applicants may submit a 10 page maximum PDF to supply information required by the NOFO for each project group. The additional information and attachments referenced for final applications in the SOP for AIP grant applications (bid tabulations, for example) are not required at this time. Only the SF 424 and NOFO information.*

Q17: Are you looking for a description and methodology used to calculate the benefits within the project narrative? Is there any format required to report emissions or reductions in energy use?

A17: Benefits can be described in the project narrative. Regarding required format for emissions or reductions in energy use, the NOFO lists application requirements for Group E or VZ applications. Under sections D (2) "Content and Form of Application Submission, For Groups E or Group VZ applications," subsections (d) and (e) and E (1), "Criteria, Groups E or VZ: Energy and environmental sustainability projects, as mentioned in section C.3 Project Eligibility...", subsections (a), (c) and (d) list the

applicable elements related to energy use and emission reductions, including those of GHGs.

Q18: Is there a page limit for the project narrative?

A18: Under Section 15 of the SF 424, Descriptive Title of Applicant's Project, the application form states "Attach supporting documents specified in agency Instructions." We will allow a maximum of a 10 page PDF to address the information requested in the NOFO.

Q19: Will a benefit-cost analysis be required for Group E or VZ projects?

A19: A formal benefit cost analysis is not required for Group, N, E or VZ projects.

Q20: Is there a requirement that a project must be included on an airport's ACIP or ALP? Can you confirm this is not required at this stage?

A20: For group E, N and VZ the projects need not be on an airport's ACIP or ALP.

Q21: 1- Pre-application vs. full application – What is expected by the January 31 deadline? This question arose for both the general AIP application (pre-app like the 5100-144 form submitted for BIL ATP funds or full AIP application?) and from a VALE/ZEV perspective (pre-app like is due each November 1 or full app typically due following FAA feedback?).

A21: Similar to BIL ATP, we are using a specific SF 424 file. The application expected is the SF 424 form available at: [Airport Improvement Program \(AIP\) 2022-2024 Supplemental Appropriation | Federal Aviation Administration \(faa.gov\)](#). This is a pre application process. Final applications will be due for selected projects only.

Q22: The FAQs mention charging stations are eligible through the ZEV program (though I assume eGSE charging stations can also be pursued through VALE); does this mean any landside charging stations would need to be tied to the purchase of a zero-emission vehicle as is typical of ZEV?

A22: Charging infrastructure for eGSE is not allowed under ZEV; it must comply with VALE. Normal vehicle chargers can be funded under ZEV but there must be vehicles (road worthy) purchased as well. It is not for public charging.

Q23: Are there any concerns about airports submitting multiple applications?

A23: Multiple applications may be submitted as long as they are for distinct, separate projects. Duplicate applications will be rejected. Funds are limited and this will be a

competitive
process.

Q24: Are focused net zero or resilience plans acceptable under the sustainability planning program?

A24: Yes. The NOFO on p. 80250, left column, states that such plans may address a broad array of environmental and energy planning activities, green construction and operations, energy efficiency, renewable energy and "climate resiliency."

Q25: Is there any guidance on how to submit the additional information required for each project group? For example, do you just anticipate a write-up and, if so, are there any page limits?

A25: Under Section 15 of the SF 424, Descriptive Title of Applicant's Project, the application form states "Attach supporting documents specified in agency Instructions." We will allow a maximum 10 page PDF to address the information requested in the NOFO.

Q26: When will awards be announced?

A26: We anticipate April 2023 announcements.

Q27: Sustainability Planning appears to fall under Group E, which seems to have requirements for emissions modeling. Could you please clarify whether modeling will be required for sustainability planning grants, and if so, the preferred methodology for doing the modeling?

A27: Emission reduction modeling is not presently required for Sustainability Planning grants. Nor would such modeling be required for such Sustainability Planning efforts or for Energy Efficiency Audits, since these are not operational infrastructure projects, but planning projects that would enable future projects. In other words, no type of emissions reduction information is needed for Sustainability Planning projects or audit projects under the Energy Efficiency Program.

Q28: Also for Group E, could you please advise on what modeling or quantitative application elements will be expected for energy resilience, microgrid, or battery storage type projects?

a. Does the FAA have a preferred modeling methodology?

b. Some microgrid projects may have energy resilience benefits but little to no emissions benefits – how will resilience and emissions benefits be weighed against each other in the application evaluation?

A28: For the Energy Supply, Redundancy and Microgrid program, including battery storage, the NOFO lists application requirement for Group E or VZ applications and the applicable elements related to emission reductions, including those of GHGs. (See the answer to number 27, above for specific citations in the NOFO.) However, if battery storage creates unique challenges to quantification of emission reductions, please identify those challenges.

Q29: Would the necessary upgrades to transformer infrastructure be an eligible cost for a project which includes the installation of DC fast chargers for fleet vehicles? Additionally, what group with this project fit into?

A29: The transformer infrastructure would be eligible for cost matching provided the following applies:

1. The airport owns the transformer.
2. The matching of cost only applies to the portion of the transformer cost associated with servicing the chargers. For example, if the transformer costs \$100,000 to purchase and install and only 10% of the power from the transformer will service the chargers then the Federal match eligible portion would be \$10,000. If the airport's discretionary AIP funding allocation is 75% then the funding amount for the transformer would be limited to \$7,500.
3. The project would fit into either VALE or ZEV (i.e., group VZ as described in the NOFO).