**FAA**
Office of Environment and Energy

# *Fueling Aviation's Sustainable Transition Grant Program*

*Notice of Funding Opportunity*

# Summary Information

*[per 2 CFR 200.204 and DOT Guide to Financial Management part 4.6]*

**Federal awarding agency name:** Federal Aviation Administration (FAA)

**Funding opportunity title:** Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels (FAST-SAF) and Low-Emission Aviation Technologies (FAST-Tech) Grant Program

**Announcement type:** Initial

**Funding opportunity number (required, if applicable):** 23-FAA-FAST-01

**Assistance Listing number(s):** 20.115

**Key dates:** Applications due December 4, 2023

**Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0817. Public reporting for this collection of information is estimated to be approximately 500 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are required in order to obtain a benefit under the Inflation Reduction Act (P.L. 117-169). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524

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# A. Program Description

## 1. Introduction

The Department of Transportation (DOT), Federal Aviation Administration (FAA) announces the opportunity to apply for funds for the FAA Fueling Aviation's Sustainable Transition (FAST) Grant Program, established under Section 40007 of the Inflation Reduction Act of 2022 (the Act). The grant program will have elements focused on sustainable aviation fuel (SAF), to be termed FAST-SAF, and elements focused on low-emission aviation technologies, to be termed FAST-Tech. The amount of available funding for the FAST Grant Program is $244.53M and $46.53M for FAST-SAF and FAST-Tech, respectively. The purpose of the FAST Grant Program is to make grants available to eligible entities for projects that support sustainable aviation fuels and low-emission aviation technologies in line with the goals of the United States Aviation Climate Action Plan available at https://www.faa.gov/sites/faa.gov/files/2021-11/Aviation_Climate_Action_Plan.pdf.

## 2. Legislative Authority

Section 40007 of the Inflation Reduction Act of 2022, hereafter referred to as the "Act," directs the Secretary of Transportation to implement a "competitive grant program for eligible entities to carry out projects located in the United States that produce, transport, blend, or store sustainable aviation fuel, or develop, demonstrate, or apply low-emission aviation technologies." This Notice of Funding Opportunity (NOFO) is intended to solicit proposals for this new grant program, Fueling Aviation's Sustainable Transition (FAST), for both FAST-SAF and FAST-Tech elements. The Federal Assistance Listing Number is 20.115. FAST-SAF and FAST-Tech are separate from existing FAA funding opportunities including the Aviation Sustainability Center (ASCENT) and the Continuous Lower Energy, Emissions and Noise (CLEEN) Program.

## 3. Background

The United States Aviation Climate Action Plan, released in 2021, sets a goal of net-zero greenhouse gas emissions from the aviation sector by 2050. In order to meet this goal, the United States is undertaking initiatives to accelerate development and deployment of measures that reduce greenhouse gas (GHG) emissions. These include sustainable aviation fuels (SAF) via the SAF Grand Challenge, aircraft technologies via the Sustainable Flight National Partnership (SFNP), and operational measures to improve efficiency via the Next Generation Air Transportation System (NextGen).

## 4. Program Goals

By carrying out projects located in the United States that produce, transport, blend, or store SAF, or develop, demonstrate, or apply low-emission aviation technologies, the FAST program aims to reduce the greenhouse gas emissions associated with the aviation sector in line with the net-zero GHG by 2050 goal outlined in the U.S. Aviation Climate Action Plan. The expanded deployment of SAF with lower lifecycle emissions, and the development, demonstration and application of low-emission technologies will directly contribute to a reduction in greenhouse gas emissions from aviation.

## 5. Program Objectives

### 5.1 Sustainable Aviation Fuels

Aviation's environmental and energy challenges will require multiple solutions involving innovations across technology, operations, and fuels. SAF represents a key piece of the solution, representing a technology that is drop-in ready and can provide significant greenhouse gas reductions on a lifecycle basis. The key objective of the FAST-SAF program will be to make investments that accelerate the production and use of SAF, supporting both the SAF Grand Challenge and United States aviation climate goals to reduce aviation carbon emissions. To address the critical need for rapid scale-up of SAF production and deployment, FAST-SAF is focused on "projects located in the United States that produce, transport, blend, or store sustainable aviation fuel," as specified by the Act.

In the Act, and for the purposes of this grant program, sustainable aviation fuel is defined as noted in Section A.6 below. To achieve the SAF Grand Challenge goal of 3 billion gallons of domestic SAF production and use by 2030, the Government must prioritize certain areas of SAF infrastructure development. FAST-SAF will address the four categories of SAF production, transportation, blending, and storage to ensure SAF is readily available across the U.S., safely integrated into the fuel supply infrastructure, and efficiently delivered to SAF end-users. The FAA presently considers the following types of infrastructure development as high priority areas:

- Actions that enable unblended SAF—termed "neat SAF"—to be blended with conventional jet fuel and delivered further downstream to jet fuel end users
- Actions that enable significant and rapid growth in neat SAF production while ensuring safe transportation and storage

The FAST-SAF portion of the grant program will employ a two-tier structure to execute grants that meet the stated objectives of the program. Tier 1 grants are smaller grant awards focused on regional supply chains that could identify infrastructure and distribution needs of key proponents (e.g., airports). Tier 2 grants are larger grant awards for infrastructure projects to facilitate and scale fuel production, transportation, blending, and storage. Tier 1 project results could support follow-on funding with Tier 2 grants. Applicants can also directly propose Tier 2 grants without first doing Tier 1 work in cases where there are existing, high quality supply chain studies and/or the infrastructure needs are clearly understood.

FAST-SAF's broad range of potential projects include, but are not limited to, the following examples:

**Category 1 – SAF Production**

- Upgrade existing fuel production facilities for SAF production
- Invest in equipment at renewable diesel facilities to enable SAF production
- Install conversion equipment at ethanol facilities for SAF production via the alcohol-to-jet pathway

**Category 2 – SAF Transportation**

- Examine barriers and opportunities for SAF delivery, both neat and blended, via existing transportation infrastructure
- Evaluate existing pipeline, freight, and road fuel delivery standards to identify gaps in knowledge and standards development needs to safely integrate SAF, both neat and blended, with the conventional fuel supply
- Optimize SAF delivery, both neat and blended, to further reduce the cost and/or carbon intensity of various pathways by enabling efficient transportation across various networks

**Category 3 – SAF Blending**

- Identify optimal SAF blending facility sites to enhance supply chain performance
- Identify facility design characteristics, measures, and practices to ensure safe, certified blending of neat SAF with conventional jet fuels
- Establish blending facilities to provide SAF producers with access to blending and fuel users with blended SAF that meets ASTM D1655 specifications

**Category 4 – SAF Storage**

- Enable SAF storage at on-airport or off-airport facilities to support both neat SAF blending with conventional jet fuel and storage of blended SAF
- Ensure proper testing capabilities at SAF storage facilities to provide required fuel certification for safe use of blended SAF fuel

## 5.2 Low-Emission Aviation Technologies

A key objective of the FAST-Tech portion of the program will be to accelerate the development and demonstration of low-emission aviation technologies to meet U.S. aviation climate goals and reduce aviation carbon emissions. In the Act, and for the purposes of this grant program, low-emission aviation technologies are defined as "technologies, produced in the United States, that significantly (A) improve aircraft fuel efficiency; (B) increase utilization of sustainable aviation fuel; or (C) reduce greenhouse gas emissions produced during operation of civil aircraft." For a technology to meet part (B) of this definition, it should not otherwise fall under the production, transportation, blending, or storage definitions of FAST-SAF or existing FAA efforts to support fuel testing and ASTM standard development of 100% SAF.

As specified by the Act, FAST-Tech projects will focus on development, demonstration, or application of low-emission aviation technologies. Given the funding that is available for the FAST-Tech program, two project categories will be supported:

(1) Designing, prototyping, and testing of discrete low-emission aviation technologies, and

(2) Enhancing aircraft and engine technology testing and demonstration capabilities to accelerate development and demonstration of a broad range of low-emission aviation technologies.

The range of study for these categories is further explained in the below sections.

The FAA coordinates regularly with other government agencies as part of its environmental aircraft technology development programs and projects, including for work under the Continuous Lower Energy, Emissions and Noise Program (CLEEN, https://faa.gov/go/cleen) and the Aviation Sustainability Center of Excellence (ASCENT, https://www.ascent.aero). In executing FAST-Tech, input and data from other federal agencies will be gathered, as appropriate and to the extent consistent with the authorizing legislation, to coordinate on technical focus and ensure that FAST-Tech projects are complementary to other federal research and development investments.

**Category 1 – Low-Emission Aviation Technology Development**

Projects in Category 1 would focus on development and demonstration of specific low-emission aviation technologies. Their research and development under the project would be intended to reduce technical risk and understand the emissions reductions benefits of these technologies. At the conclusion of a project, the low-emission technology or technologies would be more mature, higher in Technology Readiness Level (TRL), and be closer to application and in-service use to reduce emissions.

Projects in Category 1 may have a relatively near-term impact on emissions from future engine and aircraft designs, though the technologies that are developed might be limited to a set of vehicle types, or a specific companies' product lines. These projects may be similar in scope and scale to existing technology development efforts under government programs such as CLEEN and ASCENT, though should not be duplicative of these programs.

Examples of technology development areas include, but are not limited to, airframe technologies and architectural changes, propulsion technologies and architectural changes, and operational technologies that change the way an aircraft flies/operates, all in service of improving aircraft fuel efficiency, enabling increased utilization of SAF, and/or reducing GHG emissions. While the program does not have a specific TRL target, fundamental research (i.e., TRL 1-2) is viewed as out of scope. Projects may span across or focus on a subset of phases of the technology development cycle, including design, fabrication, procurement, assembly, and demonstration. Applications should include the current TRL and Manufacturing Readiness Level (MRL) for the proposed technology, as well as projected TRL and MRL at the conclusion of the period of performance.

The strong interdependencies across fuel burn, noise, and emissions in modern air vehicles, including any potential trade-offs that may occur as a result of these technologies (e.g., reduction in fuel burn/$CO_2$ emissions at the expense of increased noise or other emissions) should be taken into consideration and clearly communicated in project proposals.

**Category 2 – Enhanced Test/Demonstration Capability**

Projects in Category 2 would focus on enhancement of testing and demonstration capabilities used to understand and mature low-emission aviation technologies. Work under these projects would develop testing facilities and assets in order to provide new test methods, capabilities to test technologies not previously possible, higher fidelity data, and/or data not otherwise attainable using current facilities, methods, and capabilities.

Projects in Category 2 may have a longer-term impact on emissions from future engine and aircraft designs, but they should be able to support the development of technologies over a broad range of vehicle types and assist the entire industry. Further, the impacts of these projects could endure for a far longer time period. Category 2 work to enhance the infrastructure and research scope of a test facility could include the installation of test or measurement equipment at a facility that broadens the types of technologies that can be tested, expands the range of available test conditions, and/or enhances the fidelity of the testing capability.

Similar to Category 1, targeted technology areas for enhanced test/demonstration capability are not limited to a specific airframe or engine component, nor to a particular TRL. Enhanced testing and demonstration capabilities should provide manufacturers with the opportunity to acquire the data needed to enable advanced low-emission aviation technologies. This testing infrastructure should also improve our understanding of low-emission technologies such that their benefits can be enhanced in future applications.

## 6. Program Definitions

This section defines terms used in subsequent sections of this solicitation, which are defined and controlled by Section 40007 of the Inflation Reduction Act of 2022.

**Feedstock**. The term "feedstock" means sources of hydrogen and carbon not originating from unrefined or refined petrochemicals.

**Induced land-use change values.** The term "induced land-use change values" means the greenhouse gas emissions resulting from the conversion of land to the production of feedstocks and from the conversion of other land due to the displacement of crops or animals for which the original land was previously used.

**Lifecycle greenhouse gas emissions**. The term "lifecycle greenhouse gas emissions" means the combined greenhouse gas emissions from feedstock production, collection of feedstock, transportation of feedstock to fuel production facilities, conversion of feedstock to fuel, transportation and distribution of fuel, and fuel combustion in an aircraft engine, as well as from induced land-use change values.

**Low-emission aviation technologies**. The term "low-emission aviation technologies" means technologies, produced in the United States, that significantly--

(A) improve aircraft fuel efficiency;

(B) increase utilization of sustainable aviation fuel; or

(C) reduce greenhouse gas emissions produced during operation of civil aircraft.

**Sustainable aviation fuel**. The term "sustainable aviation fuel" means liquid fuel, produced in the United States, that

(A) consists of synthesized hydrocarbons;

(B) meets the requirements of--

(i) ASTM International Standard D7566; or

(ii) the co-processing provisions of ASTM International Standard D1655, Annex A1 (or such successor standard);

(C) is derived from biomass (in a similar manner as such term is defined in section 45K(c)(3) of the Internal Revenue Code of 1986), waste streams, renewable energy sources, or gaseous carbon oxides;

(D) is not derived from palm fatty acid distillates; and

(E) achieves at least a 50 percent lifecycle greenhouse gas emissions reduction in comparison with petroleum-based jet fuel, as determined by a test that shows--

(i) the fuel production pathway achieves at least a 50 percent reduction[1] of the aggregate attributional core lifecycle emissions and the induced land-use change values under a lifecycle methodology for sustainable aviation fuels similar to that adopted by the International Civil Aviation Organization with the agreement of the United States; or

(ii) the fuel production pathway achieves at least a 50 percent reduction[1] of the aggregate attributional core lifecycle greenhouse gas emissions values and the induced land-use change values under another methodology that the Secretary determines is

(I) reflective of the latest scientific understanding of lifecycle greenhouse gas emissions; and

(II) as stringent as the requirement under clause (i).

## B. Federal Award Information

The FAA is soliciting proposals from eligible entities as defined under the Act and as explained in Section C.1. Upon completion of the competitive process, the FAA will enter into grant agreements—known as Notice of Award Terms and Conditions—with the selected recipients. The grants may be awarded in two rounds, as explained in B.1. Participants in the FAST-SAF and FAST-Tech programs will need to provide cost share, as defined in Section C.2.

### 1. Estimated Funding

Multiple grant awards are contemplated with total funding amounting up to $244.53M for FAST-SAF and $46.53M for FAST-Tech. The FAA anticipates making approximately half of the FAST-SAF funding and all of the FAST-Tech funding available for new awards under Phase 1, though the FAA may elect to award all funding under Phase 1. Any remaining FAST-SAF funding will be made available under Phase 2, which the FAA anticipates will be announced within two years of Phase 1 awards. Phase 1 participation is not a prerequisite for Phase 2 participation.

### 2. Maximum and Minimum Award Size

For FAST-SAF, the FAA anticipates that individual awards may vary between $100,000 and $300,000 for a Tier 1 award and between $500,000 and $20,000,000 for a Tier 2 award. For FAST-Tech, the FAA anticipates that individual awards may vary between $500,000 and

[1] Sustainable aviation fuel production pathways must achieve a 50 percent lifecycle greenhouse gas emissions reduction in comparison with petroleum-based jet fuel. The lifecycle greenhouse gas emissions value of petroleum-based jet fuel is 89 gCO2e/MJ.

$10,000,000. These award values are presented as examples and should not be considered firm limits as to what award size will be considered.

### 3. Expected Number of Awards

The number of awards will depend upon the quality of the individual proposals received and recommended for award, based on the evaluation process and criteria defined in Section E, as well as the funding limits of the program.

### 4. Period of Performance

Once awarded, grants will be made for a period of performance of a minimum of 1 year and a maximum of 5 years. The applicant should propose the overall period of performance. During the period of performance, awardees will communicate project progress via the reporting schedule and requirements defined in Section F. Subsequent rounds of funding opportunity for FAST-SAF (Phase 2) will be announced via grants.gov.

Additionally, FAST-SAF Tier 2 projects or any project with a total award value greater than $2,500,000 must be comprised of more than one budget period. If selected, funding for any budget period beyond the first budget period is not guaranteed. Project continuation from one budget period to the next will be contingent upon several elements, including satisfactory performance, schedule adherence, timely and effective assistance in the completion of an environmental review pursuant to the National Environmental Policy Act (NEPA – 42 U.S.C. § 4321, et seq.), permitting risk review (if applicable), and overall contribution to the program goals and objectives. The FAA may, at its discretion, continue to fund the project for each subsequent budget period, recommend redirection of work under the project, pause federal funding, or discontinue funding the project.

The applicant should divide the overall work scope into budget periods that are separated by discrete, approximately annual decision points. If the overall period of performance is less than 18 months, the break between budget periods should be at approximately the halfway point of the proposed period of performance. The FAA may also make recommendations for how to divide a proposed work scope into budget periods. For FAST-SAF Tier 2 projects, the initial budget period must include milestones which reflect that proper permitting has been obtained to ensure compliance with applicable regulatory requirements for subsequent project objectives.

### 5. Partial Awards

The FAA reserves the right to select only a portion of a proposed activity, usually at a level of support reduced from that requested in the original proposal. The FAA may select specific technologies or SAF project elements as part of a partial award. If project proposals are offered as a non-separable package of work, the applicant should specify this in the proposal and the budget narrative. Additionally, the FAA may decide to award an effort for less than the full period of the proposal. In these cases, the applicant will be given the opportunity to accept or decline such selection. If the applicant accepts such an offer, FAA may request a revised budget and work plan. Applicants are encouraged to propose projects that are scalable and identify scaled funding options in case insufficient funding is available to fund an applicant's project or a bundled project at the full requested amount.

## C. Eligibility Information

The following sections define the eligibility requirements for the FAST program. An applicant's failure to meet an eligibility criterion by the time of an application deadline will result in the Federal awarding agency returning the application without review or, even though an application may be reviewed, will preclude the Federal awarding agency from making a Federal award.

## 1. Eligible Applicants

The Act defines the list of eligible entities for the FAST competitive grant program. The term "eligible entity" means:

(A) a State or local government, including the District of Columbia, other than an airport sponsor;
(B) an air carrier;
(C) an airport sponsor;
(D) an accredited institution of higher education;
(E) a research institution;
(F) a person or entity engaged in the production, transportation, blending, or storage of sustainable aviation fuel in the United States or feedstocks in the United States that could be used to produce sustainable aviation fuel;
(G) a person or entity engaged in the development, demonstration, or application of low-emission aviation technologies; or
(H) nonprofit entities or nonprofit consortia with experience in sustainable aviation fuels, low-emission aviation technologies, or other clean transportation research programs.

Federally Funded Research and Development Centers (FFRDCs) are also eligible to apply, noting the cost share requirements in Section C.2.

If the project otherwise meets eligibility requirements, including but not limited to being carried out in the United States, a foreign entity can apply to be a grant recipient or as part of a team. See Section C.3 for more detail on project eligibility requirements.

A team of applicants may apply for funding, so long as each team member is an eligible entity per the definition above. Teams must designate one member of the team to serve as the prime recipient (lead organization). The prime recipient will serve as the primary point of contact and be responsible for financial administration of the project. FAA will enter into a grant agreement with only the prime recipient. Joint applications should include a description of the roles and responsibilities of each applicant.

## 2. Cost Sharing

The federal cost share levels shall be 75% of total proposed project cost. Except that, for instances where the eligible entity is a small hub or non-hub airport, as defined in § 47102 of title 49, U.S. Code, the federal cost share shall increase to be 90% of total proposed project cost. Application packages must include submission of documentation to verify commitments to meet cost-sharing requirements, as explained in Section D.

Project teams may provide cost share in the form of cash or in-kind contributions. Cost share may be provided by the prime recipient, subrecipients, or third parties (entities that

do not have a role in performing the scope of work). Vendors/contractors may not provide cost share.

Cash contributions include, but are not limited to: personnel costs, fringe costs, supply and equipment costs, indirect costs and other direct costs. In-kind contributions are those where a value of the contribution can be readily determined, verified and justified but where no actual cash is transacted in securing the good or service comprising the contribution.

In the case of FFRDCs, the applicant's matching cost share must come from a non-federal source. Additionally, this cost share cannot be used as matching funds for any other federal funding that the FFRDC receives.

Applicants are encouraged to refer to 2 CFR 200.306 and 2 CFR 910.130 for additional cost sharing requirements.

Although the cost share requirement applies to the project as a whole, including work performed by members of the project team other than the prime recipient, the prime recipient is legally responsible for paying the entire cost share. If the funding agreement is terminated prior to the end of the project period, the prime recipient is required to contribute at least the cost share percentage of total expenditures incurred through the date of termination.

The prime recipient is solely responsible for managing cost share contributions by the project team and enforcing cost share obligations assumed by project team members in subawards or related agreements.

## 3. Project Eligibility

In order to be eligible for award under the FAST-SAF grant program, proposed projects must be located in the United States and must facilitate the production, transportation, blending, or storage of SAF. Tier 1 projects must demonstrate that they are supporting the development of supply chains for SAF as defined in Section A.5 of this solicitation. Tier 2 projects related to production must demonstrate that they will produce SAF as defined in Section A.5 of this solicitation. Tier 2 projects related to transportation, blending or storage must demonstrate that they can accommodate SAF as defined in Section A.5 of this solicitation.

In order to be eligible for award under the FAST-Tech program, proposed projects must be located in the United States and must develop, demonstrate or apply low-emission aviation technologies produced in the United States. The low-emission technologies proposed must meet the definition as provided in Section A.5 of this solicitation.

The FAST program is applying the definitions of "produced in the United States" from the Build America, Buy America Act (Public Law 117-58) Section 70912(6) as further supplemented by OMB M-22-11 and 2 CFR 184.3. For the purposes of the FAST program this means that the aviation technology and aviation fuel will be manufactured in the United States and that the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.

Projects should be ready to begin by August 1, 2024, and be able to be completed within a five-year maximum period of performance.

A project is located in the United States if it is located in any state of the United States, the District of Columbia, the Commonwealth of Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands.

Applications should specifically reference how the proposed project meets each of the eligibility requirements in this NOFO

## D. Application and Submission Information

### 1. Address to Request Application Package

This NOFO contains all of the necessary information for applicants to prepare application packages. Referenced standard forms are available on grants.gov.

Direct all inquiries regarding applications to the FAST Program Office at: FAST-SAFTECH@faa.gov.

### 2. Content and Form of Application Submission

The application shall be submitted electronically via grants.gov in Microsoft Word or Adobe PDF format. Margins shall be 1 inch at the top, bottom, and on each side, and text should be in type no smaller than 12 point Times New Roman. Pages must be numbered. The FAA may choose not to consider material in excess of the page limits specified.

The FAA is not responsible for proposal preparation expenditures incurred by the proposing organization.

The application must include the elements described in the below table.

| Section | Page Limit | Description |
|---|---|---|
| | | |
| **Cover Page** | 2 pages maximum | At a minimum, the cover page must be signed by a financial officer and the principal investigator/main technical contact or a senior level officer at the prime recipient. The cover page must include both the technical and business points of contact for the prime recipient, and names of all team member organizations. The cover page should also include any statements regarding confidentiality.<br><br>For FAST-SAF projects, the cover page must indicate whether the proposal is a Tier 1 or Tier 2 project, as defined in Section A.5. For FAST-Tech projects, the cover page must indicate whether the proposal is for a Category 1 or Category 2 project, as defined in Section A.5. If a proposal |

| | | |
|---|---|---|
| | | contains multiple projects, the cover page must include this information for each project. |
| **Table of Contents** | 2 Pages maximum | A standard table of contents listing sections, any sub-sections and the page numbers where they begin. |
| **Volume 1, Technical and Management Proposal** | 20 pages maximum (if multiple projects in proposal, additional 10 pages allowed per project beyond the first) | The technical and management proposal must include, in this order:<br>1) an organization chart for the project team;<br>2) a narrative describing the roles and responsibilities of key personnel including any partner organizations;<br>3) projected activities to be undertaken during the project, including a clear description of which activities will be covered with FAA funds and which will be covered with applicant cost share;<br>4) a project schedule—divided into budget periods, as described in Section B.4–showing these activities on a timeline;<br>5) potential risks to the success of the project and mitigation strategies; and<br>6) other items as appropriate.<br><br>Applicants may provide graphs, charts, or other data to supplement their narrative. Note that these count towards the page limit. |
| | 20 pages maximum (if multiple projects in proposal, additional 10 pages allowed per project beyond the first) | This volume must also include a narrative that explains how the proposed project activities address the technical criteria and other selection factors outlined in Section E, as applicable for the type of project proposed (i.e., addressing FAST-SAF technical criteria for a SAF project and FAST-Tech technical criteria for a low-emission technology project).<br><br>Applicants may provide graphs, charts, or other data to supplement their narrative. Note that these count towards the page limit. |
| **Volume 2, Cost Proposal, Certifications and Declarations** | Use forms as specified; Budget Narrative limited to 20 pages | The following forms and components must be included. The standard forms are available at grants.gov.<br><br>**(1) Standard Form 424, Application for Federal Assistance** (OMB Number: 4040-0004). The original must be signed by the authorized Organizational Representative.<br><br>**(2) Key Contacts (**OMB Number: 4040-0010)<br><br>**(3) SF-424A, Budget Information for Non-Construction Programs** (OMB Number: 4040-0006).<br><br>**(4) SF-424C, Budget Information for Construction Programs** (OMB Number: 4040-0008). Only include if project is a construction project. |

| | | |
|---|---|---|
| | | **(5) SF-424B/D, Assurances for Non-Construction/Construction Programs** (OMB Number 4040-0007/0009). Whichever is applicable to the project.<br><br>**(6) Budget Narrative**. The budget narrative must provide a description of costs associated with each line item in the budget forms. For proposals that include multiple projects, this form must describe budget costs at the project level, indicating budget allocations across each individual project. For applicable projects, this form must also indicate how the overall budget will be divided into budget periods, as described in Section B.4.<br><br>**(7) Project/Performance Site Locations of each team member** (OMB Number: 4040-0010)<br><br>**(8) Indirect Cost Agreement.** Provide a copy of the latest indirect cost rate agreement negotiated with the cognizant Federal Agency. If the applicant does not have such an agreement and wishes to request indirect costs, it must propose an indirect cost rate in accordance with the procedures set forth in the applicable cost principles circular or it may use a de minimis rate of up to 10 percent of its modified total direct costs. An applicant may use a 10 percent de minimis indirect cost rate until it has an approved rate agreement by a cognizant Federal Agency. Applicants with an approved rate agreement in place may not use the de minimis rate. |
| **Addendum** | 2 pages maximum | Applicants must describe succinctly the qualifications, experience, and capabilities of the proposed Project Team, including:<br>• Whether the Project Manager (PM) and Project Team have the skill and expertise needed to successfully execute the project plan;<br>• Whether the applicant has prior experience which demonstrates an ability to perform tasks of similar risk and complexity;<br>• Whether the applicant has worked together with its teaming partners on prior projects or programs; and<br>• Whether the applicant has adequate access to equipment and facilities necessary to accomplish the effort and/or clearly explain how it intends to obtain access to the necessary equipment and facilities. |

### 2.1 Grant Funds, Sources and Uses of Project Funds

Project budgets shall show how different funding sources will share in each activity and present those data in dollars and percentages. The budget shall identify other Federal funds the applicant is applying for or has been awarded, if any, that the applicant intends to use. Funding sources shall be grouped into three categories: non-Federal, *FAST-SAF and/or FAST-Tech*, and other Federal with specific amounts from each funding source.

### 2.2 Sharing of Application Information

The FAA may share application information within the FAA or with other Federal agencies if the FAA determines that sharing is relevant to the respective program's objectives.

## 3. Unique entity identifier and System for Award Management (SAM)

Applicants must comply with 2 CFR Part 25— Universal Identifier and System for Award Management. All applicants must have a Unique Entity Identifier (UEI) provided by SAM. Additional information about obtaining a UEI and registration procedures may be found at the SAM website (currently at http://www.sam.gov). Each applicant is required to: (1) be registered in SAM; (2) provide a valid UEI prior to grant award; and (3) continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by FAA.

Once awarded, the FAA grant recipient must maintain the currency of its information in SAM until the recipient submits the final financial report required under the grant or receives the final payment, whichever is later. A grant recipient must review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term.

FAA may not make an award until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time FAA is ready to make an award, FAA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant.

Non-Federal entities that have received a Federal award are required to report certain civil, criminal, or administrative proceedings to SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS: *https:/sam.gov/content/fapiis*) to ensure registration information is current and complies with Federal requirements. Applicants should refer to 2 CFR 200.113 for more information about this requirement.

## 4. Submission Dates and Times

Applicants should submit an application package that meets the requirements of this NOFO no later than 11:59 p.m. eastern time on December 4, 2023.

Late submissions will not be accepted.

### 5. Intergovernmental Review

Not applicable.

### 6. Funding Restrictions

The FAA will not reimburse any pre-award costs or application preparation costs. Funds may not be used for lobbying or litigation. The FAA will not reimburse any costs disallowed or stated as ineligible in 2 CFR Part 200.

### 7. Other Submission Requirements

All proposal documents must be submitted electronically via grants.gov.

Applicants may only submit one application. These applications may contain multiple projects. Each project within a proposal shall be clearly labeled as either a FAST-SAF or FAST-Tech project, as described in Section D.2. Any other submissions received listing the same applicant as prime recipient will be considered noncompliant and not eligible for further consideration. This limitation does not prohibit an applicant from collaborating on other applications (e.g., as a potential subrecipient or partner) so long as the entity is listed as the prime recipient (as described in Section C.1.) on only one application submitted under this NOFO.

## E. Application Review Information

### 1. Criteria

There are five statutory criteria for evaluating potential projects for the program, as defined under Section 40007(b), that will be considered:

1. The capacity for eligible entity to increase the domestic production and deployment of sustainable aviation fuel or the use of low-emission aviation technologies among the United States commercial aviation and aerospace industry.
2. The projected greenhouse gas emissions from such project, including emissions resulting from the development of the project, and the potential the project has to reduce or displace, on a lifecycle basis, United States greenhouse gas emissions associated with air travel.
3. The capacity to create new jobs and develop supply chain partnerships in the United States.
4. For projects related to the production of sustainable aviation fuel, the projected lifecycle greenhouse gas emissions benefits from the proposed project, which shall include feedstock and fuel production and potential direct and indirect greenhouse gas emissions (including resulting from changes in land use).
5. The benefits of ensuring a diversity of feedstocks for sustainable aviation fuel, including the use of waste carbon oxides and direct air capture.

These criteria are elaborated on in the following sections. Additional evaluation criteria specific to each program area (FAST-SAF and FAST-Tech) are also provided. Applicants shall address each selection criterion in their proposals.

Note that the fifth criterion from the Act will be applied at the second stage of review, as noted in Section E.1.3.2. Additional criteria have been developed to supplement those defined in the Act and are described in the sections below.

Applications will be evaluated against the review criteria shown below. The Technical Criteria are listed in descending order of importance. The Technical Criteria are considered significantly more important than all the Other Selection Factors (Project Readiness Review Factors & Second Level Review Factors A, B, and C) combined. Each of the Other Selection Factors are approximately equal in importance relative to each other. The bullets below each criterion explain the data the applicant must provide to support assessment of this criterion.

### 1.1 Technical Criteria – FAST-SAF

**Criterion 1: The capacity for the eligible entity to increase the domestic production and deployment of SAF**

The applicant shall describe the following:

- The projected neat SAF fuel volumes that would either be produced, transported, blended, or stored by the proposed project in 2030.
- For projects related to SAF production: detail the projected SAF production volume on an annual basis, including estimated start date of production.
- For projects related to SAF transportation: detail the projected neat SAF volumes or blended SAF and Jet A fuel mixture volumes (including SAF: Jet A blend ratio) projected to be transported on an annual basis, including details on the transportation networks that would be employed (e.g., type – rail, road, marine; region; existing/new) and any anticipated transportation capacity challenges.
- For projects related to SAF blending: detail the projected capacity of the blending facility, i.e., the volumes of neat SAF that would be blended and the corresponding resultant total SAF: Jet A mixture volumes on an annual basis.
- For projects related to SAF storage: detail the planned storage volume size, including if storage will support neat SAF or blended SAF mixtures with Jet A.
- For projects related to SAF transportation, storage, and blending: provide information on anticipated supported SAF pathways, including documentation of demonstrated coordination with SAF producers and lifecycle analysis of potential pathways when available.
- For all SAF projects: describe the jet fuel end users that would benefit from the proposed project (e.g., location, type of user, size of user group, etc.).
- For all SAF projects: include relevant references if the project proposal has been included in previous studies or infrastructure analyses.
- The availability of resources, including personnel and facilities, necessary to carry out the proposed work.

**Criterion 2: The projected greenhouse gas emissions from the proposed project, including emissions resulting from the development of the project, and the project potential to reduce or displace, on a lifecycle basis, United States greenhouse gas emissions associated with air travel**

The applicant shall describe the following:

- Qualitative potential of the project to help the aviation sector reduce lifecycle greenhouse gas emissions in 2030.
- For Tier 1 projects: Documented, quantitative analysis of the projected greenhouse gas emissions from the scoped project.
- For Tier 2 projects: Documented, quantitative analysis of the projected direct greenhouse gas emissions from the execution of the proposed project.
- For Tier 1 projects: Documented, quantitative lifecycle analysis of potential lifecycle greenhouse gas emissions reductions associated with air travel in the U.S. in 2030 that would result from the scoped project.
- For Tier 2 projects: Documented, quantitative lifecycle analysis of potential lifecycle greenhouse gas emissions reductions associated with air travel in the U.S. in 2030 that would be directly attributable to the project.

**Criterion 3: For projects related to the production of sustainable aviation fuel, the projected lifecycle greenhouse gas emissions benefits from the proposed project, which shall include feedstock and fuel production and potential direct and indirect greenhouse gas emissions (including resulting from changes in land use) (applicable to production projects only)**

The applicant shall describe the following:

- For Tier 2 projects related to SAF production: Documented, quantitative greenhouse gas lifecycle analysis of the SAF to be produced to include emissions from feedstock and fuel production and potential direct and indirect greenhouse gas emissions. In the case of a project supporting multiple SAF pathways, provide documented, quantitative greenhouse gas lifecycle analysis for each individual pathway.

**Criterion 4: The capacity to create new jobs and develop supply chain partnerships in the United States**

The applicant shall describe the following:

- Projected temporary and permanent domestic jobs created as a result of the proposed project, with the job categories (e.g., construction, management, operations, etc.), and the rationale for the projections.
- Projected geographic distribution by U.S. state of the temporary and permanent domestic jobs created as a result of the proposed project.
- Project team members and potential supply chain partners.

**Criterion 5: The soundness of the technical work plan**

The applicant shall describe the following:

- A comprehensive and credible technical approach to performing the proposed work, including a clear assessment of primary risks and a means to address them, as well as any interdependencies across projects within a proposal.

### 1.2 Technical Criteria – FAST-Tech

**Criterion 1: The capacity for eligible entity to increase the use of low-emission aviation technologies among the United States commercial aviation and aerospace industry**

The applicant shall describe the following:

- The timeframe for market introduction of technologies following conclusion of research and development; or the timeframe during which an enhanced test/demonstration capability will have an impact.
- The portion of aviation operations through 2050 that could benefit from the application of the technology or enhancement of test/demonstration capability, including to which aircraft size classes and mission types the technology could be applied.
- For projects proposing enhanced test/demonstration capabilities, whether a broad range of organizations and segments of the industry could utilize the capabilities.
- For projects proposing low-emission aviation technology development, the potential to retrofit proposed technologies to increase the level of penetration into the fleet.
- The current and projected (post-grant completion) maturity level (in terms of Technology Readiness Level and Manufacturing Readiness Level) of proposed technologies or technologies that would be able to be tested and demonstrated with any new or enhanced test/demonstration capability.
- For projects proposing low-emission aviation technology development, the airworthiness certification implications of these technologies, i.e., whether there could be issues regarding the technology that could prevent certification to existing or potential future standards.

**Criterion 2: The projected greenhouse gas emissions from the proposed project, including emissions resulting from the development of the project, and the project potential to reduce or displace, on a lifecycle basis, United States greenhouse gas emissions associated with air travel**

The applicant shall describe the following:

- For projects proposing low-emission aviation technology development, the quantified greenhouse gas emissions reduction expected on an aircraft-level as a result of the application of the proposed low-emission technology, or how the technology will aid in enabling increased utilization of SAF.
- For projects proposing enhanced test/demonstration capabilities, how the capability will aid in the development and demonstration of new low-emission aviation technologies.
- For projects proposing enhanced test/demonstration capabilities, whether there are existing test facilities in the United States with similar capabilities.
- Any potential trade-offs that may occur as a result of the proposed technologies (e.g., reduction in fuel burn/$CO_2$ emissions at the expense of increased noise or other emissions).

Note that emissions associated with the project itself, including its development, will not be given significant weighting given that these emissions will be orders of magnitude lower than the benefits associated with the use of the technology that is being supported.

**Criterion 3: The capacity to create new jobs and develop supply chain partnerships in the United States**

The applicant shall describe the following:

- Projected temporary and permanent domestic jobs created as a result of the proposed project, the job categories (e.g., construction, management, operations, etc.), and the rationale for the projections.
- Projected geographic distribution by U.S. state of the temporary and permanent domestic jobs created as a result of the proposed project.
- Project team members and potential supply chain partners.

**Criterion 4: The soundness of the technical work plan**

The applicant shall describe the following:

- A comprehensive and credible technical approach to performing the proposed work, including a clear assessment of primary risks and a means to address them, as well as any interdependencies across projects within a proposal.
- How the applicant intends to quantify the emissions reductions that the technology is projected to deliver. This may require sharing information with an FAA-funded third party, as is done via ASCENT Project 37 to conduct system-level assessments of the CLEEN Program.

## 1.3 Other Selection Factors

### 1.3.1 Project Readiness Review

In parallel with the technical review that will consider the criteria outlined above, a project readiness review will be conducted as a separate factor. This review will consider projects on the following elements:

- Applicant Qualification Assessment: The applicant qualification assessment analyzes whether the applicant and its project management team possess the necessary education, experience, training, facilities, and administrative resources to support the proposed award. Under this assessment applications will be rated 'highly qualified,' 'qualified,' or 'not qualified.' The application Addendum will be reviewed to make this determination.
- Financial Completeness Assessment: The financial completeness analyzes the availability of matching funds and whether the applicant presented a complete funding package. Applications will receive a rating of 'complete,' 'partially complete,' or 'incomplete.' The application budget materials will be reviewed to make this determination.
- Environmental Review and Permitting Assessment: The FAA's decision whether and how to distribute federal funds under this NOFO is subject to NEPA. NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the potential environmental impacts of their proposed actions. For information regarding the FAA's

environmental review process, please see the FAA website at: https://www.faa.gov/about/office_org/headquarters_offices/apl/aee/env_policy. While NEPA compliance is a federal agency responsibility and the ultimate decisions remain with the federal agency, all recipients selected for an award will be required to assist in the timely and effective completion of the NEPA process in the manner most pertinent to their proposed project. To assist in the FAA's assessment of environmental impacts under NEPA and other environmental laws and requirements, the application should include information (in Volume 1, Technical and Management Proposal) regarding any environmental outreach or permits that have already been completed or that are in progress for this project. In addition, application information should include a detailed description of the geographic location of any project-related construction or infrastructure development. Additional information may be requested by the FAA during the evaluation process.

### 1.3.2 Second Level Review

In addition to the criteria outlined above, other Administration and Departmental priorities will be applied by a second level review team. These factors are:

- Second Level Review Factor A: Ensuring a diversity of feedstocks for sustainable aviation fuel, including the use of waste carbon oxides and direct air capture (Note that this factor is a statutory criterion)
    - In order to support evaluation of this factor, FAST-SAF applicants should describe:
        - The feedstocks used in the project (if applicable); include unique aspects of feedstock that, for example, enhance diversification, sustainability or other considerations.
        - Where the feedstock is located.
        - How the project contributes to resilience and/or expansion of the sustainable aviation fuel supply by enabling a diversity of feedstocks (e.g., maintaining or expanding that diversity) for sustainable aviation fuels and the benefits provided by the feedstock(s).

- Second Level Review Factor B: The potential for leveraging additional financial support for the project
    - In order to support evaluation of this factor, FAST applicants should describe:
        - The ability to leverage additional financial support (outside of funds provided by this grant program or other FAA-provided funds), thereby increasing the value of the FAA's investment.
        - Additional financial support that the project could leverage including, but not limited to: the level of funding, funding constraints, funding source, funding timelines.
        - The intended approach to fulfilling the required cost share.

- Second Level Review Factor C: How the project will address equity and Justice40 Initiative[2] considerations, including:
    - Whether a project will create proportional impacts to all populations in the project area.
    - How meaningful public engagement will occur throughout a project's life cycle.
    - How project benefits will improve safety, fight climate change, and/or improve quality of life.
    - Whether and how the project will create good-paying jobs with the free and fair choice to join a union to the greatest extent possible; the use of demonstrated strong labor standards, practices and policies (including for direct employees, contractors, sub-contractors, and service workers on airport property); use of project labor agreements; distribution of workplace rights notices; union neutrality agreements; wage and/or benefit standards; safety and health standards; the use of Local Hire Provisions; registered apprenticeships; joint-labor management partnerships; or other similar standards or practices.
    - Whether the project demonstrates, to the extent possible, that outcomes target at least 40 percent of benefits towards disadvantaged communities, including low-income communities, communities underserved by affordable transportation, or overburdened communities, to advance the Justice40 Initiative.
    - Applicants should use the Climate & Economic Justice Screening Tool (CEJST). CEJST is a tool provided by the White House Council on Environmental Quality (CEQ), that aims to help Federal agencies identify disadvantaged communities as part of the Justice40 initiative to accomplish the goal that 40% of the overall benefits from certain federal investments reach disadvantaged communities. Applicants should use CEJST as the primary tool to identify disadvantaged communities (Justice40 communities). Applicants are also encouraged to use the USDOT Equitable Transportation Community (ETC) Explorer to understand how their community or project area is experiencing disadvantage related to lack of transportation investments or opportunities. Through understanding how a community or project area is experiencing transportation-related disadvantage, applicants are able to address how the benefits of a project will reverse or mitigate the burdens of disadvantage and demonstrate how the project will address challenges and accrued benefits.

## 2. Review and Selection Process

The FAA will review all eligible applications. Upon receipt of application packages, the first stage of review will be an initial eligibility screening to make sure that projects have met the eligibility requirements outlined in Section C. Any proposal not meeting these criteria or any other

[2] Established by Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad, the Justice40 Initiative has made it the goal that 40 percent of the overall benefits of certain federal investments, such as climate, clean energy, and other areas, flow to disadvantaged communities that are marginalized and overburdened by pollution and underinvestment. For more information, see E.O. 14008, Tackling the Climate Crisis at Home and Abroad (Jan. 27, 2021), https://www.federalregister.gov/documents/2021/02/01/2021-02177/tackling-the-climate-crisis-at-home-and-abroad; OMB, CEQ, & CPO, M-23-09, Addendum to the Interim Implementation Guidance for the Justice40 Initiative, M-21-28, on using the Climate and Economic Justice Screening Tool (CEJST) (Jan. 27, 2023), https://www.whitehouse.gov/wp-content/uploads/2023/01/M-23-09_Signed_CEQ_CPO.pdf.

application submission requirements detailed in Section D will not be evaluated further. Projects will be sorted into FAST-SAF and FAST-Tech categories and passed on for analysis teams to apply technical review criteria outlined in the preceding section.

Next, the FAA will conduct a technical review and project readiness review in parallel. During the technical review, a team of subject matter experts in aircraft technology development and sustainable aviation fuels from the FAA and other government agencies will assess each application against the applicable criteria listed in Section E.1 for that type of project. The project readiness review team, composed of government personnel with expertise in project management and financial matters, will assess applicant qualification, financial completeness of the cost proposal, and environmental review and permitting risk.

Results of the technical and readiness reviews will be passed to a second level review board, which will assign a recommendation of “highly recommended,” “recommended,” or “not recommended” based upon the results of these reviews, as well as consideration for the Second Level Review Factors listed above.

These recommendations will be passed to a senior level review, which will create a package of 'highly rated’ projects to be passed to the Secretary of Transportation for consideration. A “recommended” project may be awarded over a “highly recommended project”, as final selection will seek to ensure a balance of complementary efforts across the various project types as well as a geographic diversity of awards. The Secretary will complete final selection of projects based upon the results of this process.

The FAA FAST Program Office may contact the proposing organizations to discuss the submission, or to request further information to assist in assessing a proposal.

Otherwise, during the selection process, discussions regarding program requirements or the competitive process are not permitted between the proposing organizations, the sponsoring organization or others within the FAA or other government organizations who may be involved in or have knowledge of the application or evaluation process.

### 3. Integrity and Performance Check

Prior to making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold, the FAA is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently FAPIIS) (see 41 U.S.C. 2313). An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered. The FAA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 CFR 200.206.

## F. Federal Award Administration Information

## 1. Federal Award Notices

### 1.1 Ineligible Submissions

Proposals determined to be ineligible for consideration under this solicitation will be returned to the applicant with a written explanation as to the reasons the proposal was determined to be ineligible.

### 1.2 Selection Notification

The FAA FAST Grants Officer will notify the recipient's Fiscal Officer or designated point of contact when selected for award. The Grants Officer will sign and send award documents to the official responsible for acting on behalf of the applicant named as the designated point of contact in the proposal.

The Grants Officer is the individual authorized by the Senior Procurement Executive to commit the FAA to a course of action and bind the FAA to the expenditure of funds. Expenses incurred during proposal preparation are not reimbursed. The officially signed grant award, when executed, is the authorizing document that enables the recipient to begin the agreed upon activities.

Awards made under this program are subject to the 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. https://www.ecfr.gov/. These Terms and Conditions will be incorporated in the award by reference. Awardees' receipt of funds is contingent on execution of the Government's award agreement.

### 1.3 Non-Selection Notification

The FAA Grants Officer will notify applicants that have not been selected, in writing, as promptly as possible after the determination has been made. Ineligible applicants will be notified via e-mail.

## 2. Administrative and National Policy Requirements

As a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Aviation Administration (FAA), the applicant is subject to and will comply with the following, in addition to all other laws, regulations, executive orders and/or policies that are applicable to the grants awarded under the Program:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252);
- 49 CFR Part 21 (entitled Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- 49 U.S.C. § 47123 (Nondiscrimination Statute);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.);
- 28 CFR § 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- 49 CFR Part 28 (entitled Enforcement of Nondiscrimination On The Basis Of Handicap in Programs or Activities Conducted by the Department of Transportation);
- 49 CFR Part 37 (entitled Transportation Services for Individuals with Disabilities (ADA));

- 28 CFR Part 35 (entitled Discrimination On The Basis Of Disability in State and Local Government Services); and
- Executive Order 13985 (entitled Advancing Racial Equity and Support for Underserved Communities through the Federal Government).

The applicant must adhere to all Local, State and Federal laws and directives including National Policies identified in required form SF-424B/D, Assurances Non-Construction/Construction, and including those outlined in the updated Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. To review the 2 CFR Part 200, visit: https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr200_main_02.tpl

Grant requirements include, but are not limited to, compliance with federal civil rights laws; Buy American requirements under 49 U.S.C. 50101; Build America, Buy America requirements in sections 70912(6) and 70914 in Public Law No: 117–58; and prevailing wage rate requirements under the Davis-Bacon Act, as amended (40 U.S.C. 276a–276a–5, and reenacted at 40 U.S.C. 3141–3144, 3146, and 3147).

As a condition of grant award and consistent with EO 11246, Equal Employment Opportunity (30 FR 12319, and as amended), all Federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

### 3. Reporting

The project team must maintain a close working relationship with the FAA FAST Program Office. This active relationship extends to participation in conferences, meetings, joint research efforts, presentations, and the submission of routine and standardized activity reports to the FAA sponsor and the FAST Program Office.

The project team is required to track various activities and submit quarterly reports and a fully inclusive annual report. These reports will include, but not be limited to, project accomplishments, sources of all funds, fiscal expenditures, and other information as required by the FAST Program Office.

The FAA will require the project team to hold a semiannual meeting with the FAST Program Office representatives on topics relating to the status and results of the designated project. Additional information dissemination activities may be accomplished in a variety of ways and may include, but are not limited to:

- Site visits for representatives of key professional, industrial, academic, state or local associations or organizations, members of the media, etc.
- Local, state, or regional meetings.
- Demonstrations of new or proposed technology.

Projects under the FAST-Tech program will be required to share data to support technology benefit modeling and assessment. This is expected to be conducted via a separate FAA grant under the Aviation Sustainability Center of Excellence to a university partner. All data sharing would be protected under properly executed non-disclosure agreement, such that individual technologies' emissions impacts can be modeled. Reporting on the total FAST-Tech program benefits across all technology investments will be released publicly. The aggregation of total benefit will ensure that any proprietary data is obscured.

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor or DOT staff; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Grant recipients are subject to the requirements of 2 CFR Part 200 Appendix XII.

The grant recipient will not make any presentations, issue news releases, conduct interviews, or engage in any other public interface or written publication that implies FAA involvement or support or attribute conclusions to the FAA without prior written permission of the FAA FAST Program Office.

### 3.1 Semiannual Project Review

The project team shall participate in a semiannual review of the work completed and in progress. The semiannual review includes meetings and briefings conducted by appropriate technical and administrative support personnel. The meeting must focus on the relevance, merit, direction, results, costs, and benefits of efforts in the designated project and include a discussion of future work plans, including milestones.

### 3.2 Annual Report

Each project team shall prepare and deliver to the FAA FAST Program Office an annual report. The report shall include project results, benefits, and information dissemination efforts; the sources and value of funding and expenditures; and a brief description of the work intended to be conducted during the following budget period. The use of graphics and photographs, in addition to the narrative descriptions, are highly encouraged.

### 3.3 Pre-Award Authority

All project costs must be incurred after the grant execution date.

## G. Federal Aviation Administration Contact(s)

The FAA Office of Environment and Energy conducted a Meeting on December 14, 2022, to discuss the technical requirements, the legislative mandates and the competitive selection process. This final NOFO follows the Meeting and incorporates the public comments that were received.

Comments and questions that were addressed at the meeting have been collected in writing and addressed via information provided in this NOFO. A recording of the meeting is available, along with all presentation and informational materials: https://www.transportation.gov/mission/office-secretary/office-policy/aviation-policy/fueling-aviations-sustainable-transition.

For any additional questions, please write to fast-saftech@faa.gov.

## H. Other Information

### 1. Treatment of Application Information

In general, the FAA will only use data and other information contained in applications for evaluation purposes, unless such information is generally available to the public or is already the property of the Government.

Applicants should not include trade secrets or commercial or financial information that is privileged or confidential in their application unless such information is necessary to convey an understanding of the proposed project or to comply with a requirement in the NOFO.

The use of protective markings such as “Do Not Publicly Release – Proprietary” or “Do Not Publicly Release – Confidential Business Information” is encouraged.

### 2. Intellectual Property

The FAA intends to discuss intellectual property rights with each selected applicant pre-award. The following paragraph expresses the FAA’s overall intentions as to intellectual property, but such goals are subject to change in the course of negotiations with each successful applicant.

The FAA plans to share the details of this work as required to advance the program goals within the U.S. aerospace community in a timely manner. The FAA intends to publicly share information that does not disclose proprietary design or performance information, or information from which proprietary design or performance information can be derived.