



Dakota-Minnesota Airports District Office

Manager's Message

Hello Airport Partners and Consultants:

Welcome to the 2nd edition FAA-DMA-ADO quarterly newsletter!

We hope this finds you and your families all happy and healthy.

We are celebrating what was one of the craziest fiscal year EVER!

Thank you for all your partnership and patience through our many grant programs, staff transitions and lots of deadline twists and turns.

Our Dakota-Minnesota Airport District Office continues to grow and change with new hires and new processes. We are working hard for all of your airports. Please see the following updates and reach out with any questions. Your FAA assigned Program Manager is ready to assist!

Looking forward to a successful and wonderful FY2023!!

Cleared for take-off,

Lindsay Butler-Terry

Manager, FAA-DMA-ADO

HOT ITEMS:

- ❖ Updated FAA MN Planner Assignment Map – see attachment
- ❖ FY23 Pre-applications due October 21, 2022
 - Send via email to FAA PM & State POC
- ❖ DMA-ADO Goal: *Improved Communication Strategy*
 - Monthly meetings with ALL primary airport sponsors
 - Please include Planner, EPS and PM on all communication

New Guidance:

- ❖ Airport Design (5300-13B)
https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13
- ❖ Proration Program Guidance Letter (PGL)
https://www.faa.gov/airports/aip/guidance_letters/aip_pgl_22_02

FY2023 AIP GRANT CALENDAR

Sept 14: Pre-application email with instructions, guidance & deadline

Sept 30: end of FY2022

Oct 21: FY2023 Pre-applications due to FAA/State POCs – please see planning section for items to include

Dec 16: FAA-AIP Continuing Resolution (CR) expires

March/April: Potential FY2023 entitlement only Application due date – stay tuned for future FRN

FY2023 BIL GRANT CALENDAR

Sept 23: Notice of Funding FY2023 for ATP competitive grants – open for 30 days!

Oct 24: FY2023 ATP Applications due

Late Fall: FY23 BIL-AIG allocated funds – will be available after the FY23 NPIAS GA categories and Primary Airport allocations are recalculated and posted on website

Reminder: Separate applications are required for AIP and BIL-AIG funds



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FAA FUNDING UPDATES – Airport Improvement Program (AIP) & Bipartisan Infrastructure Law (BIL)

AIP UPDATES (<https://www.faa.gov/airports/aip/>):

- o *FY2022 Dakota-Minnesota ADO Grants at a glance:*

FY2022 Oct 1-Sept 30	AIP	BIL	ARPA	TOTAL
Number of Grants	118	37	209	364
Total \$\$\$	\$ 135,924,396	\$ 7,267,468	\$ 237,609,961	\$380,801,825
<i>ATP Announced 07/22 not awarded yet – fed share only</i>		\$24,292,500		

- o *Closeouts:* FY2019 grants must close in FY2023. Failure to closeout your FY2019 grants could result in a loss of future funds or additional reimbursements.

BIPARTISAN INFRASTRUCTURE LAW (BIL) UPDATES (www.faa.gov/bil):

Allocated funds: www.faa.gov/bil/airport-infrastructure

- o The individual Airport BIL-AIG allocated funds shown on the website are for FY2022 only. Yearly allocations are based on enplanements, passenger boarding and cargo data, and general aviation airport asset NPIAS category. FY2023 allocations will be recalculated and posted in the late fall on the FAA website – and shared electronically. The airport allocations are not grant announcements.
- o *Pre-Applications:* DMA-ADO recommends submitting separate AIP and BIL pre-applications for FY23.
- o *Eligible & Justified:* Please work with your assigned PM to make sure that the project you are seeking is eligible AND justified. Each project must appear on an ALP & have environmental review.
- o *Separate Applications:* AIP & BIL grants cannot be combined so separate applications (signed SF424s) are required for AIP & BIL – define specific dollars to what is funding each piece.

Terminal/Tower (ATP) Competitive: www.faa.gov/bil/airport-terminals

- o *Notice of Funding Opportunity (NOFO):* On September 23 2022, the FAA announced a NOFO for the second \$1B of terminal/tower competitive grants.
- o *Applications:* All must be received by October 24, 2022! All selected projects must be under grant by July 2023 – please submit applications that can be ready and obligated within that timeframe.
- o If you submitted an application in FY2022, you will need to resubmit for FY2023 selection, applications do not carryover for FY2023 \$1B for Terminal/Tower competitive funds.



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FAA PLANNING & ENVIRONMENTAL UPDATES

SUCCESSFUL PLANNING FOR FISCAL YEAR 2023

Things to include in your the Pre-Application

Pre-applications are due to the FAA & State POCs by **October 21, 2022**

- Grant checklist ARP-SOP 6.0
- Project justification and narrative – be convincing and include all work items
- Project sketch showing all work items and disturbance limits. Make sure info is consistent between your description, sketch, etc.
- Cost estimate with project components listed separately
- If you are not pursuing a grant, a statement saying that and what you would like to do with your entitlements (carryover or transfer)

Is your project ready to go?

By **March 1, 2023**, please complete/answer the following items for your proposed FY2023 project:

- Is your project **eligible** and **justified**?
- Is on your **approved ALP** or a pen and ink change/ALP sheet update approval is in process?
- Is able to be completed with your **available funding** or with transfers you have secured?
- Received an **environmental determination** for all aspects of your project, including limits of construction, access road, staging area(s), stockpile and/or borrow locations?
- Is your project subject to **Buy American** requirements – have you started the process?
- Submit **Airspace review** or **CSPP** as required

If your **project is not ready** for FY2023, please continue to work with your Program Manager and Planner so your project will be ready for a FY2024 grant.

SUCCESSFUL ENVIRONMENTAL DETERMINATIONS FOR FISCAL YEAR 2023

- An environmental determination must be made prior to issuing a grant. Based on the complexity of the project, this may require one or more of the following:
- A **simple written record**. This can be requested with and as a part of the pre-application.
- Some projects will require Wetland, Historic, or Cultural review. The ability to conduct these reviews may be impacted by weather and/or the availability of Cooperating Agencies and should be coordinated in advance to assure timely review.
- A **Categorical Exclusion (Cat – EX)** is a more in-depth review of projects environmental projects than a simple written record. An **FAA grant process cannot begin prior to the approval** of a Cat-Ex so it should be submitted early, preferably with the pre-application, to allow it and 150 other environmental reviews to be completed in a timely fashion.
- **Environmental Assessments** are for complex projects. They are usually standalone projects. They can take a year or two to complete. Projects that need an Environmental Assessment should have it completed prior to beginning the construction project.



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FAA PLANNING & ENVIRONMENTAL UPDATES (continued)

ENDANGERED SPECIES

Northern Long-Ear Bat (NLEB) – proposed to endangered

- On March 22, 2022, the U.S. Fish and Wildlife Service (FWS) announced a proposal to reclassify the northern long-eared bat (NLEB) from “threatened” to “endangered” under the Endangered Species Act (ESA).
- The bat faces extinction due to the range-wide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent.
- The NLEB typically overwinters in caves or mines and spends the remainder of the year in forested habitats. Potential NLEB summer roosting habitat includes live or dead trees that are generally ≥ 3 inches diameter at breast height (DBH) with cracked or exfoliating bark, broken limbs, cavities, or crevices. More information about the NLEB can be found here: <https://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis>
- Some airport improvement projects (*ex. projects involving tree removal*) may have the potential to affect the NLEB which can trigger consultation with the FWS to ensure compliance with the ESA prior to obtaining FAA environmental approval for a project.
- Future requests for FAA environmental reviews for projects located within the NLEB’s known range (which includes all of MN, ND & SD) should include enough information so that the FAA can determine if the project may affect the NLEB. Submittals should include the following information:
 - A statement indicating if the project would result in tree removal. If so, provide information about: efforts to avoid and minimize tree removal, proposed timing and approximate acreage of tree removal, and general information about the approximate size and types of trees to be removed. Vegetation data gathered as part of a wetland delineation should suffice for initial review. More detailed tree or bat survey work will likely not be required unless requested by the FAA or FWS.

Monarch Butterfly – candidate for listing

- A species under consideration for official listing
- December 2020, the USFWS determined that the Monarch’s listing as endangered or threatened is warranted, but precluded by higher priority actions. The USFWS will develop a proposed rule to list the Monarch as their priorities allow.
- Consultation with the USFWS under Sec 7 of ESA is NOT legally required for candidate species.
- USFWS encourages consideration of the species in environmental planning to avoid unnecessary impacts
 - NEPA analysis will include information that can be used to make an affect determination in the event the Monarch is listed in the future
 - The FAA may voluntarily engage in “Informal Conference” to determine effects of a proposed action.
 - USFWS will advise on ways to avoid or minimize adverse effects to Candidate species
 - No critical habitat has been designated
- The primary threats to the Monarch’s biological status include loss and degradation of habitat from conversion of grasslands to agriculture, widespread use of herbicides, logging/ thinning at overwintering sites in Mexico, urban development, drought; exposure to insecticides; and effects of climate change.