

North Texas Advanced Air Mobility Readiness Call for Projects (CFP)
Frequently Asked Questions (FAQ)

Note: Questions were edited for clarification and to remove any identifying information.

1. **A City and Municipal Airport are working with industry and private-sector partners to introduce eVTOL charging infrastructure to the airport, which will be available for public use. The private-sector partner will retain ownership of the charging infrastructure, while the City would have the option to purchase the infrastructure later. Given the ownership structure, would the City be eligible to apply for this funding opportunity and be considered a good candidate for funding?**

The City would be eligible to apply for and receive funding under this program if the private-sector partner initially retains ownership of the charging infrastructure. The current CFP information packet does not include any restrictions on this type of partnership.

2. **With respect to the ownership structure described in Question 1, does this public-private partnership arrangement meet the intent of the program, or is City ownership of the charging infrastructure required at the time of reimbursement?**

Yes, this type of partnership appears to meet the intent of the program as an interest to NCTCOG is for applicants to demonstrate how the infrastructure will attract operators or private-sector partners.

3. **Are there any additional eligibility, documentation, or agreement requirements the City should be aware of when the grant-funded equipment will initially be owned by a private-sector partner?**

Applicants, and associated partners, will be required to demonstrate compliance with State procurement regulations.