

SCRAA Meeting Packet

January 4, 2013

SOUTH CENTRAL REGIONAL AIRPORT AGENCY

Meeting of the Board

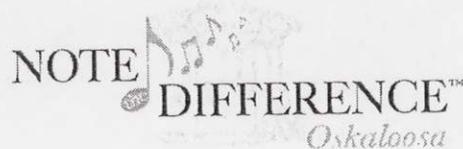
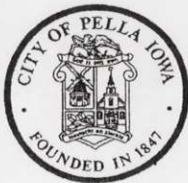
January 4, 2013 - 5:00 p.m.

Pella Public Safety Complex

614 Main Street

Revised Agenda

1. Call to Order
2. Approval of the October 11, 2012 minutes
3. Call to the public (limited to 3 minutes per person)
4. Motion to submit candidate sites to the Federal Aviation Administration for airspace review.
5. Resolution authorizing the submittal of the attached airport improvement program data sheet for possible FY2013 Federal Aviation Administration Grants and Iowa Department of Transportation Grants.
6. Future agenda items
7. Staff reports (if needed)
8. Discussion of next meeting date/time
9. Adjourn



MINUTES
SOUTH CENTRAL REGIONAL AIRPORT AGENCY
MEETING
THURSDAY, OCTOBER 11, 2012
5:30 P.M.

Committee Members Present: David Barnes, Pamela Blomgren, James Hansen, Donna Smith, Steve Van Weelden and Joe Warrick. Also present: David Krutzfeldt, Mayor of Oskaloosa; Tom Walling, Oskaloosa City Council Member; Willie Van Weelden, Mahaska County Supervisor; Mike Nardini, Pella City Administrator; Michael Schrock Jr., Oskaloosa City Manager; Jerry Nusbaum, Mahaska County Engineer; Jerry Searle and. Mwasi Mwamba, Snyder & Associates; Ken Allsup and Charlie Comfort, Osky News; Andy Goodell, Oskaloosa Herald; and Marilyn Johannes.

Meeting called to order by Chairman Hansen at 5:35 p.m. in the City Council Chambers, Oskaloosa City Hall.

It was moved by Barnes, seconded by Blomgren to approve the August 14, 2012 meeting minutes. Motion carried unanimously.

Hansen asked for comments from the public. There were no comments received.

Nardini said the SCRAA and the FAA had approved the selection of Snyder & Associates as the consultant to provide engineering services for the regional airport. Nardini explained the components of the engineering services agreement, and noted the total cost is \$511,790.71 which includes the following studies: Site Selection, Master Plan and Environmental Assessment.

Nardini said staff is recommending proceeding only with the site selection process at this time for an amount of \$89,439.12. Nardini explained the next cycle for planning grants is in the spring of 2013. Therefore, the cities of Oskaloosa and Pella would need to cover the cost of the site selection study and then be reimbursed once a grant for the project is approved by the FAA.

Nardini also gave an overview of the timeline for the project and provided information regarding determination of the site. Nardini told the board the FAA air space analysis would help with evaluation of candidate sites.

Nardini said there would be a master plan, operational plan and financial plan, indicating that 90% of funding would be entitlement funds and 10% would come from Pella and Oskaloosa according to the 28E Agreement.

Discussion of adoption of the resolution followed. Searle explained his firm looks at FAA sources and explained the procedure. Searle said the firm relies on local sources and

compares, looks at total activity at the airport, concentrates on businesses that use the airport because they are typically larger than aircraft generated locally, based on purpose and need. Searle said FAA and IDOT concurrence is required during the process.

Searle said the number of sites is a board decision. Schrock said to expedite the process need to limit number of candidate sites, perhaps three or less. Nardini said the Pella city attorney had reviewed the contract.

It was moved by Barnes, seconded by Blomgren to approve the resolution entitled, "RESOLUTION APPROVING AIRPORT ENGINEERING SERVICES CONTRACT FOR PLANNING STUDIES REQUIRED TO CONSTRUCT A CATEGORY C AIRPORT WITH SNYDER & ASSOCIATES, INC." Motion carried unanimously.

Searle gave a PowerPoint presentation that outlined the process and parameters to identify reasonable sites for consideration to provide to the FAA for concurrence. Searle explained the service area is defined by purpose and need; runway would be up to 7,000 feet but would begin with construction of a 5,500 foot runway and extend it to 7,000 feet. Searle said the number of sites in the area would be limited due to drainage and number of roads in the area. Searle then went over the 31 scoring criteria with the board.

Searle said want to accommodate 60-80 airplanes at this location. Searle pointed out the FAA rates airports on national significance and the Pella airport is identified as being of national significance and the new airport should rank within the top 15.

Nardini mentioned the 28E Agreement requirements and pointed out there are discrepancies of the plan with the agreement that would need to be worked out. For example, the 28E Agreement says the airport runway will be expanded to 7,500 feet instead of 7,000 because the runway has to be able to accommodate a precision airport approach.

Searle said his firm opts to minimize impacting people's livelihoods during their evaluation of sites. Discussion of the number of candidate sites followed with the consensus of the board being to provide at least three sites with a maximum of five if more reasonable sites are determined and bring them to the board for consideration with the ultimate goal to provide three sites to the FAA.

Hansen asked what process is to be followed before submitting sites to the FAA and wanted to know if there would be a public hearing. Schrock said after the next meeting. Searle pointed out the board might want to get comments from the FAA first because the public wants FAA information too. Nardini said after airspace analysis from the FAA which is the process that was followed before.

Hansen asked for future agenda items for the next meeting and asked Searle how much time he needed before the next meeting. Searle said he would like to meet with the board monthly. Schrock said that meeting in November and then not until March would work. Nardini said goal should be to have monthly meetings if necessary. Future items for the agenda named were adoption of the rating system and review of sites themselves.

It was moved by Smith, seconded by Barnes to adjourn. Motion carried unanimously.

The meeting adjourned at 6:42 p.m.

Minutes by Marilyn Johannes

ITEM NO: 4

SUBJECT: Motion to submit candidate airport sites to the Federal Aviation Administration for airspace review.

DATE: December 20, 2012

BACKGROUND:

Jerry Searle from Snyder and Associates will be in attendance to review candidate airport sites for the new South Central Regional Airport. As background, Snyder and Associates originally evaluated nine sites located within the search area for the new regional airport as stated in the 28E Agreement between Mahaska County, the City of Oskaloosa, and the City of Pella (see Exhibit '1'). As the Board is aware, the site for the new airport must be within 10 miles of the corporate limits of both the City of Oskaloosa and the City of Pella and be able to accommodate a precision approach landing. In addition, the primary runway for the new airport also needs to be able to expand up to 7,500 feet in length to accommodate future growth.

After rating each of the sites and consulting with the Mahaska County Engineer, the Oskaloosa City Manager, and the Pella City Administrator, Snyder and Associates is recommending sites A, B, and C be submitted to the Federal Aviation Administration for airspace review. It is important to note, each of these sites has been adjusted since Snyder's original evaluation to improve wind coverage for the primary runway and to minimize the impacts on the Mahaska County transportation network.

Included in the Board packet are the following items for review:

- Exhibit '1' - The original sites evaluated by Snyder and Associates.
- Exhibit '2' - The site screening criteria for the candidate sites.
- Exhibit '3' - The site ratings for candidate sites A, B, and C.
- Exhibit '4' - Map of candidate sites A, B, and C.
- Exhibit '5' - Site A Topography Map.
- Exhibit '6' - Site B Topography Map.
- Exhibit '7' - Site C Topography Map

Recommendation

Based on Snyder and Associates analysis, staff is recommending candidate sites A, B, and C be submitted to the Federal Aviation Administration for airspace analysis, which will likely take between 3 to 6 months to complete. Once the airspace analysis is completed, each of the sites will be rerated and a recommendation will be submitted to the Board for a primary and a secondary regional airport site.

ATTACHMENTS: Exhibits '1' through '7'.

REPORT PREPARED BY: Staff

RECOMMENDED ACTION: Submit sites A, B, and C to the Federal Aviation Administration for airspace review.



CANDIDATE SITES

SOUTH CENTRAL REGIONAL AIRPORT AGENCY (SCRAA)

GRAPHIC REPRESENTATION NOT TO SCALE



SNYDER & ASSOCIATES
Engineers and Planners

23 OCT 2012



0 2,000 4,000 8,000 12,000 16,000
Feet

Exhibit '1'

SITE SCREENING

Thirty-two (32) site screening measures were developed for purposes of scoring each of the sites being carried forward. Each of the screening measures were assigned a numerical value from zero (0) to 100. For example, a site where the crosswind runway intersected the primary runway at midpoint on the primary runways was given a score of 100 whereas a concept that placed the intersection at the end of the primary runway received zero (0) points.

SCORING CRITERIA

1. **Primary Runway (7,000')**
 - 100 – RPZ and runway all on site
 - 70 – Part of RPZ and all of runway on site
 - 30 – Runway only on site
 - 0 – Only part of runway on site
2. **Crosswind (4,100')**
 - 100 – RPZ and runway all on site
 - 70 – Part of RPZ and all of runway on site
 - 30 – Runway only on site
 - 0 – Only part of runway on site
3. **Terminal Area Expansion**
 - 100 – Unlimited expansion area
 - 70 – Slightly limited
 - 30 – Greatly limited
 - 0 – No expansion possibilities
4. **Approach Minima (Can obtain with mitigation)**
 - 100 – 200' – ½ mile (2 runways)
 - 70 – 200' – ½ mile (1 runway)
 - 30 – NPI only
 - 0 – Visual only
5. **Airport Geometry**
 - 100 – Crosswind intersects primary at midpoint
 - 70 – Crosswind intersects primary ¾ distance from instrument end
 - 30 – Crosswind intersections primary ¼ distance from instrument end
 - 0 – Crosswind intersects primary at end of runway length
6. **Topography**
 - 100 – Minimal amount of grading
 - 70 – Moderate amount of grading
 - 30 – Acceptable amount of grading
 - 0 – Excessive amount of grading
7. **Soils**
 - 100 – Excellent for borrow
 - 70 – Good for borrow
 - 30 – Fair for borrow
 - 0 – Poor/unsuitable borrow

SITE SCREENING

8. **Drainage**
 - 100 – Minor drainage swale
 - 70 – Major drainage swale
 - 30 – Major ditch or stream on site
 - 0 – Major ditch or stream through site
9. **Obstructions/Air Space-FAA**
 - 100 – No obstructions
 - 70 – Obstructions mark and light
 - 30 – Obstructions lower, mark and light
 - 0 – Obstructions remove
10. **Distance form Solid Waste Landfill**
 - 100 – Over 10.0 miles from landfill
 - 70 – 5.0-9.9 miles from landfill
 - 30 – 2.0-4.9 miles from landfill
 - 0 – 0.1-1.9 miles from landfill
11. **Power Transmission Lines/Towers**
 - 100 – Over 2 miles from site
 - 70 – 1-2 miles from site
 - 30 – 0.5-1 miles from site
 - 0 – Less than 0.5 mile from site
12. **Pipe Lines**
 - 100 – Over 0.25 miles away
 - 70 – Adjacent-0.25 miles away
 - 30 – Immediately adjacent to site
 - 0 – On site
13. **Sanitary Sewer**
 - 100 – Available at terminal area
 - 70 – 0-0.25 miles away
 - 30 – Install septic tank
 - 0 – Can't install septic tank
14. **Water**
 - 100 – Public water at terminal area
 - 70 – Public water 0-0.25 miles away
 - 30 – Public water 0.25-0.50 miles away
 - 0 – Drill well
15. **Electrical**
 - 100 – Power adjacent to terminal area
 - 70 – Power 0-0.25 miles away
 - 30 – Power 0.25-0.5 miles away
 - 0 – Power over 0.5 miles away
16. **Natural Gas**
 - 100 – Gas adjacent to terminal area
 - 70 – Gas 0-0.25 miles away
 - 30 – Gas 0.25-0.5 miles away
 - 0 – Gas over 0.5 miles away

SITE SCREENING

17. **Road Access**
 - 100 – Adjacent to State or Federal Highway-4 lane
 - 70 – On State or Federal Highway-2 lane
 - 30 – On major county road
 - 0 – On local county road
18. **Accessibility from Service Area Centroid**
 - 100 – 0.0-2.0 miles from centroid
 - 70 – 2.1-4.0 miles from centroid
 - 30 – 4.1-6.0 miles from centroid
 - 0 – Above 6.1 miles
19. **Accessibility from State or Federal Numbered Highway**
 - 100 – 0.0-0.5 miles
 - 70 – 0.5-1.0 miles
 - 30 – 1.0-3.0 miles
 - 0 – Over 3.0 miles
20. **Hard Surfaced Road**
 - 100 – On four sides of site
 - 70 – On three sides of site
 - 30 – On two sides of site
 - 0 – On one side of site
21. **Wetlands/Floodplain**
 - 100 – None on site
 - 70 – Sensitive area on site but no effect on operations
 - 30 – Sensitive area on site and within 100 feet of any operations
 - 0 – Unavoidable sensitive area
22. **Flora, Fauna, Endangered Species**
 - 100 – None known on site
 - 70 – Sensitive area more than 300 feet from any operations
 - 30 – Sensitive area 100 –300 feet from any operations
 - 0 – Unavoidable sensitive area
23. **Historic/Archaeological**
 - 100 – None known on site
 - 70 – Sensitive area more than 300 feet from any operations
 - 30 – Sensitive area 100 –300 feet from any operations
 - 0 – Unavoidable sensitive area
24. **Parks and Recreation, See 4(f) Resource**
 - 100 – None within 1 mile of site
 - 70 – Within 0.5-1 miles of site
 - 30 – Within 0.1-0.5 miles of site
 - 0 – Facility on site
25. **Prime Agricultural Land**
 - 100 – Less than 90% prime
 - 70 – 91%-93% prime
 - 30 – 93%-95% prime
 - 0 – Over 95% prime

SITE SCREENING

- 26. Road Disconnect/Relocation**
100 – None required
70 – Less than 0.5 mile required
30 – 0.5-1 mile required
0 – More than 1 mile required
- 27. Property Impact/Property Owners, Environmental Justice**
100 6-7 Property Owner
70 8-9 Property Owner
30 10-11 Property Owner
0 12+ Property Owner
- 28. Urban Residential, Hospital Schools, Noise**
100 – No subdivisions within 1 mile of site
70 – Subdivisions 0.5-1 mile of site
30 – Subdivision 0.1-0.5 miles of site
0 – Subdivisions adjacent to site
- 29. Adjacent Land Use**
100 – Agricultural, Industrial
70 – 0-3 residential units per square mile
30 – 3-6 residential units per square mile
0 – Over 7 units per square mile
- 30. Zoning**
100 – Airports permitted use
70 – Airports permitted as conditional use
30 – Rezoning required
0 – Airports not permitted
- 31. Century Farm**
100 –none
70 – 1-2
30 – 3-5
0 – 5 plus
- 32. Potential Relocations**
100 –none
70 – 1
30 – 2
0 – 3 or more

The 32 site screening measures were then placed in two (2) categories:

- Facility Components and accessibility
- Environmental/Property Acquisition

Each of the two category screening measures were assigned a weighted value by the Aviation Task Force (following table).

SITE SCREENING

**TABLE
WEIGHTING-SCREENING MEASURES**

Categories	Weighting	Point Allocation
Facility Components & Accessibility	65%	
1 – Primary Runway	10	6.50
2 – Crosswind Runway	6	3.90
3 – Terminal Area Expansions	2	1.30
4 – Approach Minima	10	6.50
5 – Airport Geometry/Wind Coverage	6	3.90
6 – Topography	10	6.50
7 – Soils	4	2.60
9 – Obstruction/Air Space -FAA	20	13.00
11 – Power Transmission Lines/Towers	5	3.25
12 – Pipelines	2	1.30
13 – Sanitary Sewer	1	.65
14 – Water	1	.65
15 – Electrical	1	.65
16 – Natural Gas	1	.65
17 – Road Access	3	1.95
18 – Accessibility from Centroid	10	6.50
19 – Accessibility from U.S./State Hwy. #,miles	3	1.95
20 – Hard Surfaced Road	5	3.25
Subtotal	100	65.00
Environmental/Property Acquisition Concerns	35%	
21 – Wetland/Floodplain	7	2.45
22 – Flora, Fauna	7	2.45
23 – Historic/Archaeological	7	2.45
24 – Parks and Recreation, Sec 4(f)	7	2.45
25 - Prime Agricultural Land	7	2.45
8 – Drainage	3	1.05
10 – Distance from Solid Waste Landfill	2	.70
26 – Road Disconnect/Relocation	10	3.50
27 - #Property Impacts	10	3.50
28 – Residential, Hospital, Schools	10	3.50
29 – Adjacent Land Use	10	3.50
30 – Zoning	4	1.40
31 - #Century Farms	4	1.40
32-Relocations	10	3.50
Subtotal	100	35.00
Total Points Allocated	100	

SITE SCREENING

SITE SCORING

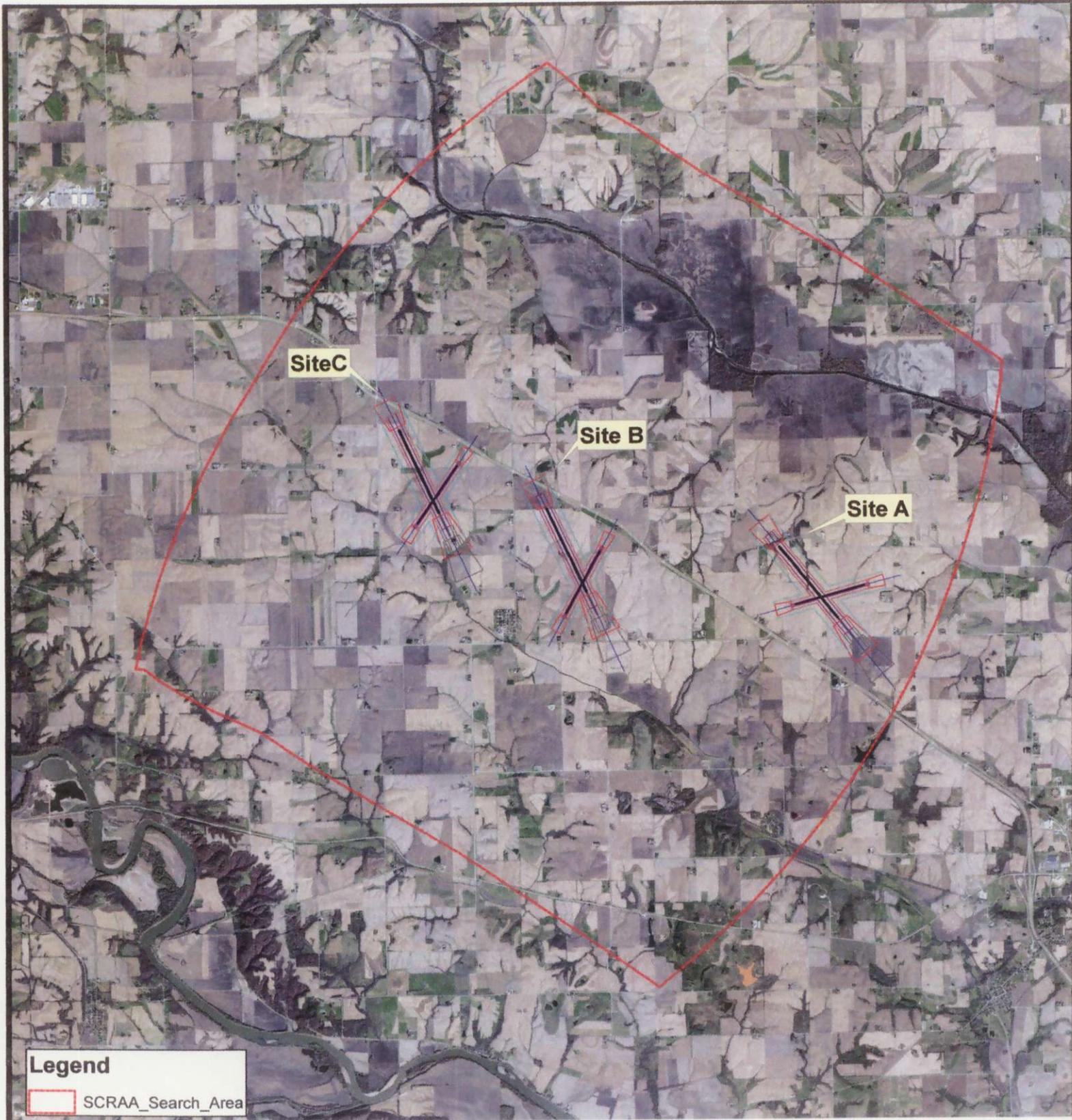
Scoring Categories	Weighting*	CANDIDATE AIRPORT SITES					
		Site A		Site B		Site C	
		Rating	Score	Rating	Score	Rating	Score
Facility Components & Accessibility	65%						
1 - Primary Runway	10	30	300	30	300	0	0
2 - Crosswind Runway	6	100	600	100	600	70	420
3 - Terminal Area Expansion	2	100	200	100	200	100	200
4 - Approach Minima	10	70	700	70	700	70	700
5 - Airport Geometry/Wind Coverage	6	70	420	30	180	70	420
6 - Topography	10	0	0	70	700	30	300
7 - Soils	4	30	120	30	120	30	120
9 - Obstructions/Air Space-FAA	20	30	600	0	0	700	1,400
11 - Power Transmission Lines/Towers	5	0	0	0	0	30	150
12 - Pipelines	2	100	200	100	200	100	200
13 - Sanitary Sewer	1	30	30	30	30	30	30
14 - Water	1	100	100	100	100	100	100
15 - Electrical	1	100	100	100	100	100	100
16 - Natural Gas	1	0	0	0	0	0	0
17 - Road Access	3	100	300	100	300	100	300
18 - Accessibility From Centroid	10	70	700	100	1,000	70	700
19 - Accessibility From U.S./State Hwy, # miles	3	100	300	100	300	100	300
20 - Hard Surfaced Road	5	0	0	70	350	30	150
	100						
Weighted Score		1,030	4,670	1,130	5,180	1,730	5,590
Environmental/Acquisition Concerns	35%						
8 - Drainage	3	0	0	0	0	0	0
21 - Wetland/Floodplain	7	0	0	70	490	30	210
22 - Flora, Fauna	7	30	210	70	490	70	490
23 - Historic/Archaeological	7	100	700	100	700	100	700
24 - Parks and Recreation, Sec. 4(f)	7	100	700	100	700	70	490
26 - Road Disconnect/Relocation	10	70	700	0	0	70	700
10 - Distance From Solid Waste Landfill	2	100	200	100	200	100	200
27 - # Property Impacts	10	70	700	70	700	70	700
28 - Residential, Hospital, School	10	100	1,000	100	1,000	100	1,000
29 - Adjacent Land Use	10	100	1,000	100	1,000	100	1,000
30 - Zoning	6	70	420	70	420	70	420
31 - # Century Farms	4	0	0	0	0	0	0
25 - Prime Agricultural Land	7	100	700	100	700	100	700
32 - Potential Relocations	10	30	300	70	700	70	700
	100						
Weighted Score		870	6,630	950	7,100	950	7,310
Weighted Score totals			11,300		12,280		12,900

***Weighting, points and ratings shown (Right) for demonstration purposes only. Actual weighting, points and ratings to be assigned by the Task Force.**

1. Assign percentage weighting to each category (accommodate Facility Components Infrastructure Support to Facility etc.)
2. Assign points weighting to each item within each category. Points per category to add up to 100.
3. Assign rating to each item per Site Selection Criteria.
4. Sites will be ranked based on total points under their respective weighted score columns.

Minimum requirements for all sites:

1. 7,000' primary runway
2. 4,100' crosswind runway
3. Accommodate at least one precision approach



Legend

 SCRAA_Search_Area



30 NOV 2012



Candidate Sites
SOUTH CENTRAL REGIONAL AIRPORT AGENCY (SCRAA)
MARION AND MAHASKA COUNTIES

1:24,000
Graphics Not To Scale



Exhibit '4'



Exhibit '5'



Legend
 Mahaska_10ft

Source: Esri, DeLorme, USGS, AIR, GeoEye, AeroGRID, IGN, SPP, and the GIS User Community


 SNYDER & ASSOCIATES
 Engineers and Planners

Graphic Not To Scale
 Map Elevations in NAVD88



Site C Topography

Exhibit '7'

ITEM NO: 5

SUBJECT: Resolution Authorizing the Submittal of the Attached Airport Improvement Program Data Sheet for Possible FY2013 Federal Aviation Administration Grants and Iowa Department of Transportation Grants

DATE: January 4, 2013

BACKGROUND: Annually, the South Central Regional Airport Agency (SCRAA) is required to submit to the Federal Aviation Administration (FAA) a projected five year Capital Improvement Program (CIP) and Long Range Needs Assessment.

Since no candidate site has been identified at this time, the five year CIP includes only the required FAA planning studies for a new regional airport. A summary of the studies is listed below:

- FY 2013 Airport Planning Studies to accommodate the development of a new airport to replace the existing Pella Municipal Airport and Oskaloosa Municipal Airport. These studies include site selection, Airport Master Plan, ALP and Environmental Assessment--\$511,791.00

Funding for the CIP projects will be 90% from federal funds with the 10% local match being equally divided between the City of Oskaloosa and the City of Pella as shown below.

	Federal--90%	Local--5% City of Oskaloosa	Local--5% City of Pella	Total
FY 2013	\$460,612.00	\$25,589.50	\$25,589.50	\$511,791.00

ATTACHMENTS: Resolution,

REPORT PREPARED BY: Staff

RECOMMENDED ACTION: Approve the resolution

RESOLUTION NO. 2

RESOLUTION AUTHORIZING THE SUBMITTAL OF THE ATTACHED AIRPORT
IMPROVEMENT PROGRAM DATA SHEET FOR POSSIBLE FY2013 FEDERAL
AVIATION ADMINISTRATION GRANTS AND IOWA DEPARTMENT OF
TRANSPORTATION GRANTS

Moved by _____ and seconded by _____ that the
following resolution be adopted:

WHEREAS, as a condition to receiving State and Federal aid for the proposed South
Central Regional Airport, the following provisions must be met:

- The Airport Master Plan when completed in FFY14 will establish a 5-Year
Capital Improvement Program
- Approved Airport Improvement Program data sheet (Site Selection Airport
Master Plan, eALP and Environmental Assessment) with the Sponsor's Signature
- Certification that the local match exists if the grant is awarded
- Authorization to submit the proposed projects for Federal and/or State Grants; and

WHEREAS, the Airport Improvement Program data sheet is attached listing projects
deemed to be in the best interests of the proposed South Central Regional Airport.

NOW, THEREFORE, BE IT RESOLVED that the South Central Regional Airport
Agency authorizes the submittal of the attached airport improvement program data sheet
for possible FY2013 Federal Aviation Administration Grants and Iowa Department of
Transportation Grants, and certifies that the local match is available for the FY2013
projects if grants are awarded.

Passed and approved this 4th day of January, 2013.

SOUTH CENTRAL REGIONAL AIRPORT AGENCY

Jim Hansen, Board Chairman

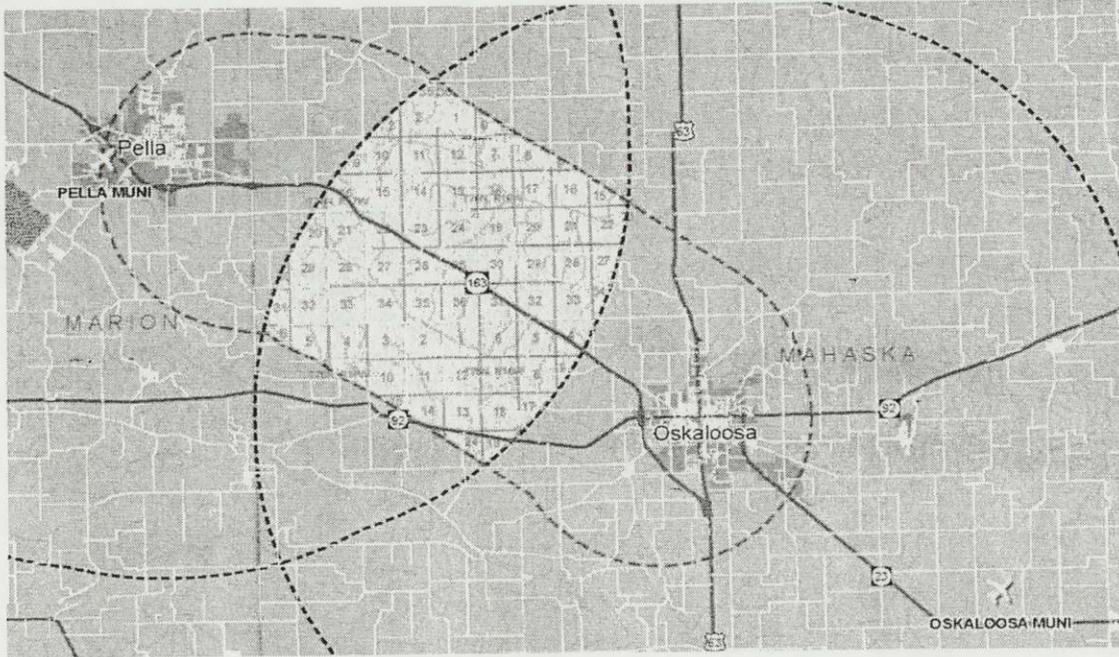
ATTEST:

Joe Warrick, Secretary/Treasurer

CIP DATA SHEET

AIRPORT	South Central Iowa Regional Airport	LOCID	N/A	LOCAL PRIORITY	1	
PROJECT DESCRIPTION	Site Selection, Airport Master Plan, Airport Layout Plan, Environmental Assessment				Identify FFY that you desire to construct (FFY: Oct. 1-Sept. 30)	2013

SKETCH:



JUSTIFICATION: Site selection to accommodate the development of a new airport to replace the existing Pella Municipal Airport and Oskaloosa Municipal Airport. Prepare Airport Master Plan, ALP and Environmental Assessment.

COST ESTIMATE: (Attach detailed cost estimate)

Federal (90%)	\$460,612.00	-	State	\$0.00	Local (10%)	\$51,179.00	Total	\$511,791.00
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SPONSOR'S VERIFICATION:	Date	(see instruction sheet)
For each and every project as applicable	N/A	<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) --- Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions
FAA USE ONLY		
FAA Verification: (initial/date)		

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

PHONE NUMBER: _____

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$