

## The Greenville Municipal Airport



The Greenville Municipal Airport is a public facility owned by the Town of Greenville. It is in the central western area of Maine at approximately 1,400 feet elevation above mean sea level. It is situated on approximately 250 acres of land off of Drew Road, two miles east of the center of Town. Access to the Town of Greenville is from Route 6/15 from both the north and south.

The Town has an estimated year-round population of 2,600 and an estimated seasonal population in excess of 6,000. This population increase is an indication of the importance of transportation to the local economy. The availability of adequate and safe airport service is considered to be an important component of the infrastructure of this high tourism area.

The Greenville Municipal Airport serves Central and Northwest Maine and is the only public-use airport in the Moosehead Lake Region. Its remoteness makes this airport vital for Emergency Operations, Medical Evacuations, Regional Economic Development, and Tourism. It also provides residents and visitors to the area with General Aviation and Air Charter Services. The Greenville Municipal Airport continuously provides services to a population which exceeds the boundary of the Greenville municipality.

## **Airport Facilities**

There are two active runways at the Greenville Municipal Airport. Runway 14-32 is 4,000 feet long and Runway 3-21 is 3,000 feet long. Additionally, the airport has two connecting access taxiways, an aircraft parking apron, aircraft fueling facilities, a fixed base operator (FBO) aircraft maintenance hangar, and several privately owned hangars.

The Greenville Municipal Airport is considered a general-aviation airport and does not have scheduled passenger service at this time. The airport is primarily used by single engine and small twin engine aircraft. However, operations by the larger, higher performance general-aviation aircraft have been increasing in recent years.

## **Recently Completed Improvements**

A number of improvements were recently completed by the Town of Greenville to enhance the safety and functionality of the Greenville Municipal Airport.

**2004** A Snow Removal Equipment Building was constructed in the Fall of 2004. The SRE building provides airport personnel with a controlled environment to quickly and safely interchange attachments during snow removal operations. This increased efficiency allows airport personnel to respond immediately to remove snow and ice from the runways, taxiways, and apron based on the changing weather conditions.

**2006** The 4,000 foot long Runway 14-32 was reconstructed to meet current FAA design standards and to remove obstructions to Federal Aviation Regulation (FAR) Part 77 protected airspace surfaces.

To correct the safety-related deficiencies and improve the functionality of the airport, a number of specific improvements were incorporated into the runway reconstruction project. These improvements were completed in 2006 and are described as follows:

- Approximately 60,000 cubic yards of embankment fill was placed, compacted and graded to raise both ends of the runway approximately six feet to create an improved line-of-sight runway profile for pilots.
- Embankment material was also utilized in the construction of new 240-foot runway safety areas in compliance with current FAA design standards.
- A new aircraft turnaround with stub taxiway was installed at the Runway 32 end.
- New pavement markings were painted on the surface in compliance with current FAA runway marking standards.
- A runway lighting system was installed with new medium intensity edge and threshold lights and lighted airport guidance signs.

- Airport navigational aids (NAVAID) improvements completed under the project include a new airport rotating beacon, new runway end identifier lights (REIL), new precision approach path indicator (PAPI) system, and new primary and supplemental windcones with segmented circle markers.

The Town of Greenville applied for and received Federal and State Department of Transportation grants which together financed over 95 percent of the total project costs.

## Current Projects

**2007** The existing pavement of the apron and access taxiways leading to the runways will be reconstructed by repairing and sealing cracks, repairing a localized frost heave, and repairing surface grade irregularities in several localized areas. The apron and access taxiways will then be re-surfaced with new bituminous pavement.

Fuel resistant sealcoating will be applied over the entire apron followed by new pavement markings on the apron and access taxiways. To promote improved surface drainage, approximately 300 feet of an existing drainage swale will be regraded to draw surface runway away from the apron pavement. Minor grading adjustments will also be made to the proposed pavement shoulders as necessary to promote drainage and to match the new pavement surface elevations.

The 2001 Airport Master Plan Update (AMPU) for Greenville Municipal Airport concluded that improvements to the terminal area aircraft apron will improve safety, mitigate current deficiencies, and will facilitate improved airport operations.

**2007** With assistance from the National Weather Service, site work and foundations for an upgraded automated surface observation system (ASOS) have been installed. The ASOS will be located directly on the airfield to provide airport users and the public with accurate real-time local weather conditions at the airport.



## **Future Plans**

### **Ongoing -Hangar Development**

The development of privately owned aircraft hangars is progressing well for the airport. The improvements have been well planned by the Town in a manner that is consistent with the 2001 AMPU and the Airport Layout Plan (ALP) that was last updated in October 2006. It is also important that the siting of future hangars proceed in accordance with the proposed hangar layout plan that was submitted by the Town to the Maine Department of Environmental Protection with the Site Location of Development permit application in July 2003. The addition of new hangars greatly increases the revenue directly generated by the airport and helps increase airport activity.

### **2008 Rehabilitation of Runway 3-21**

The Town of Greenville views Runway 3-21 as an asset which provides significant value to its airport. In general, aircraft takeoff and land into the wind. The availability of Runway 3-21 is a highly desirable safety consideration for the airport during times where wind conditions favor its use over Runway 14-32. The 2001 AMPU concluded that the orientation of winds in the vicinity of the airport clearly favors Runway 3-21 a significant portion of the time. Through discussions with the FAA and MDOT, a partial depth reconstruction of the runway appears to be a sufficient and desirable option for the continued use of Runway 3-21 at the airport.

### **2012 Parallel Taxiway**

The FAA and MDOT plan to provide funding for a parallel taxiway to Runway 14-32 at the airport. The parallel taxiway is considered a safety improvement that will eliminate the need to back-taxi on the runway. The airport is an uncontrolled facility, i.e., there is no control tower communicating with approaching and departing aircraft. If radio contact is not made between aircraft back-taxiing on the runway and aircraft in the air, a runway incursion could occur. This safety issue will increase over time as airport operations increase.

### **Extension of Runway 14-32**

The Greenville AMPU identifies the potential need to extend Runway 14-32 to a total length of 5,000' to accommodate larger aircraft. However, this is considered a long-term goal and is not currently needed based on the current type of aircraft that typically utilize the airport.

An engineering analysis was conducted to determine the basic requirements for a 1,000-foot extension to Runway 14-32. The analysis concluded that the most effective way to obtain this additional length would be to extend Runway 14 approximately 1,000 feet to the northwest. The runway extension and associated safety area can be constructed entirely on airport property. The runway extension would also precipitate the need to relocate a portion of Drew Road around the future Runway 14 safety area.

The future need to extend Runway 14-32 to a total length of 5,000 feet is supported by the current AMPU. The runway extension can be constructed on airport property without significant impacts to the environment or abutting properties. The preliminary cost

opinion to construct the extensions is approximately \$5 million which should be eligible for AIP funding provided that there is adequate demand for a longer runway.

### **Summary**

The Town of Greenville has entered into a variety of Economic Development projects and initiatives to try to grow our local economy and to better serve the needs of the visiting tourist. Included in these initiatives are substantial improvements to the Greenville Municipal Airport. The Reconstruction of Runway 14-32 is one of several projects intended to enhance airport facilities for its users. An Airport Arrivals Building is also expected to be constructed in the near future. In addition, Airport Hangar Development is ongoing, and a future project component involves paving the partial parallel taxiways that provide access to the hangar areas adjacent to Runway 21. The airport is well situated to provide valuable community support in terms of transportation and is a link to the many resources the area provides.