



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

1200 District Avenue
Burlington, MA 01803

September 26, 2017

Jesse Crandall
Town Administrator
Town of Greenville
17 Minden Street
Greenville, ME 04441

Dear Mr. Crandall:

The land use inspection for Greenville Municipal Airport (3B1), Greenville, ME was held June 27, 2017. There were no compliance issues found during the land use inspection. Attached is the overall report detailing the land use inspection results.

We consider the inspection closed. I want to thank you and your staff for their efforts and cooperation in preparing for the inspection.

If you should have any other questions regarding the inspection, please call Jorge Panteli, Compliance and Land Use Specialist, at (781) 238-7618.

Sincerely,

Mary T. Walsh
Manager, Airports Division

CC: Tim LeSiege - MEDOT
Jorge Panteli - FAA
Michelle Ricci - FAA

LAND USE INSPECTION REPORT
Greenville Municipal Airport (3B1) – June 27, 2017
Federal Aviation Administration, New England Region, Airports Division

Inspection Site Location:

Greenville Municipal Airport (3B1), Greenville, ME

Date of Inspection:

June 27, 2017

Purpose:

This inspection is part of the FAA's compliance oversight of federally obligated Commercial Service and General Aviation Airports to assess if airport land uses comply with Federal requirements. The inspection was conducted as per Senate Report No. 106-55, dated May 1999, and per Compliance Guidance Letter 2002-01, dated May 15, 2002, *Regional Land Use Inspections*.

Individuals Conducting Inspection:

- Jorge Panteli, Regional Compliance and Land Use Specialist, New England Regional Office, ANE-600
- Julie Marsella, PVD Coordinator, NAV/COM, RADAR, ESU
- Tim LeSiege, Aviation Engineer, MEDOT Aviation Program - Bureau of Planning

Airport Owner/Operator:

- Owner/Operator – Town of Greenville, ME
- Airport Manager – Jesse Crandall, Town Manager

Airport Master Record:

Based Aircraft: 8	Operations:
Single Engine – 6	Air Carrier 0
Multi Engine –2	Air Taxi 0
Jet – 0	GA Local 4,400
Helicopter – 0	GA Itinerant 2,500
	Military 0
	Total 6,900

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Airport Federal Obligations:

- National Plan of Integrated Airports System (NPIAS)
- AP-4 Agreement, December 5, 1941
- Grant Agreements under Airport Improvement Program (AIP), Federal-Aid Airport Program (FAAP), and Airport Development Aid Program (ADAP)
- Assurance pursuant to Title VI, Civil Rights Act of 1964



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Background and History:

3B1 is a small General Aviation Airport located in Central Maine. The airport is owned and operated by the Town of Greenville. The town is also identified by the FAA as the designated Sponsor of the airport and accepts federal grants and the associated grant assurances. The airport is identified in the NPIAS with a service level of General Aviation Airport and an Asset classification of Local/Basic, serving as a critical component of the general aviation system in Maine as well as fulfilling a principal role of a community airport.

The airport has two runways. Runway 03-21 is 3,001' by 75'. The runway is the crosswind runway and is a visual runway with basic markings. The runway has no runway lighting. Runway 14-32 is 4,000' by 75', has Medium Intensity Runway Lights and Precision Approach Path Indicators on both runway ends. Runway 14 has Global Positioning System RNAV approach providing minima of 300 feet above runway threshold height and 1-mile visibility.

AIRPORT SPONSOR'S COMPLIANCE HISTORY WITH FEDERAL OBLIGATIONS

A review of the compliance files and Exhibit A found that two parcels of land within the Runway Protection Zone of Runway 32 were purchased under AIP 3-23-0023-04. Additionally, the existing right of way was updated to add a small segment to the existing right of way. FAA approved the addition in a letter dated February 9, 2011. No update to the Exhibit A was necessary.

REVIEW OF AIRPORT LAYOUT PLAN AND EXHIBIT A

Both the Airport Layout Plan and Exhibit A were reviewed.

Inspection Findings:

A. Airport Layout Plan Review

The Airport Layout Plan (ALP) was recently updated in 2016. The parallel taxiway to Runway 14-32, shown on the ALP, was in the final stages of being completed at the time of the Land Use Inspection. Other projects shown on the ALP were two new aircraft parking aprons, hangar development in existing hangar development and an all new hangar development area. A 500-foot extension to Runway 32 is also shown.

B. Exhibit A Review

The Exhibit A was in good order and up to date. There were several releases, both shown on the Exhibit A. New property obtained under a 2011 AIP grant was also shown. The Exhibit A meets the Exhibit A SOP 3.0.

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AIRSIDE AND LANDSIDE INSPECTION FINDINGS

There were several minor discrepancies found during the site inspection. A summary is provided below:

1. Site Inspection

Both airside and landside areas were inspected. On Airside, the runway and taxiways were in good condition with no significant issues of pavement distress. The airport keeps up with maintenance issues promptly and pavement cracks have been addressed with crack sealing. Aprons were also in good shape with a number of aircraft tied down on the various aprons. The ALP proposes a perimeter security fence

There was one discrepancy related to hangars. A hangar in the existing hangar row area had a sign offering overnight storage of aircraft. The hangar is privately owned and as such, should not be advertising for overnight storage.

Action:

The Town Administrator indicated that he has had the hangar owner remove the sign from the hangar and as such, the issue has been addressed.

2. Management Structure

The airport is managed by the Town Administrator. The airport has a 14-member airport advisory committee who provide aviation expertise.

3. Leases

All of the leases were provided for review. The FAA does not approve leases, but when requested, will review leases for a variety of clauses. The clauses that are reviewed are outlined in FAA Order 5190.6B. Chapter 12, Section 12.3.

As part of the land use inspection, leases are reviewed to determine if they meet the recommendations of FAA Order 5190.6B. The following leases were reviewed:

Lease	Lease Term	Rent Adjustment	Subordination Clause	Reversion Clause	Sublease Assignment
Private Hangar Lease (multiple)	30 years (two terms)	Yes – Adjustment every five years	Yes	Yes	No

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Commercial Hangar Lease (4)	30 years (two terms)	Yes – Adjustment every five years	Yes	Yes	No
Moosehead Aviation	20 years	Yes –Annual 3% Adjustment	Yes	No	Yes

As shown in the table, the airport's leases meet all requirements outlined in Chapter 12 of FAA Order 5190.6B.

Action:

The airport's leases are well structured and consistent and well written. No actions are required.

4. Minimum Standards

The airport does not have minimum standards document. The value of minimum standards was discussed with the Town Administrator, although at this point, there are not multiple FBO operators at the airport given the existing market. Having minimum standards in the future could avoid potential conflicts among on airport operators and potential for granting an exclusive right of inconsistent rates and charges. As outlined in FAA Order 5190.6B, Chapter 10, Section 10.2:

A sponsor's establishment of minimum standards and self-service rules and regulations contributes to nondiscriminatory treatment of airport tenants and users. It also helps the sponsor avoid granting an exclusive right. (See chapter 8 of this Order, Exclusive Rights, and chapter 9 of this Order, Unjust Discrimination between Aeronautical Users.) When the sponsor imposes reasonable and not unjustly discriminatory minimum standards for airport operations, and the sponsor then denies access or services based on those standards, the FAA will not find the sponsor in violation of the assurances regarding exclusive rights and unjust discrimination, provided those standards:

- a. Apply to all providers of aeronautical services, from full service fixed-base operators (FBOs) to single service providers.*
- b. Impose conditions that ensure safe and efficient operation of the airport in accordance with FAA guidance when available.*

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- c. Are reasonable, not unjustly discriminatory, attainable, uniformly applied and reasonably protect providers of aeronautical services from unreasonable competition.*
- d. Are relevant to the activity for which they apply.*
- e. Provide the opportunity for others who meet the standards to offer aeronautical services.*

Minimum standards are not required, but are recommended to ensure that there are no violations of grant assurances. Detailed information regarding minimum standards can be found in FAA Advisory Circular 150/5190-7, *Minimum Standards for Commercial Aeronautical Activities*.

Action:

The Town Administrator was provided information on minimum standards at the land use inspection and this report. No actions are required.

C. Financial Review

The airport provided copies of the airport revenues and expenses for 2012/2013 through 2016/2017. The airport is a separate cost center within Town's budget, thus meeting Grant Assurance #25 – Airport Revenues. The airport revenue and expense report detail all revenues coming into the airport and expenses. The airport was slightly subsidized by the Town in 2012/2013 and 2014/2015 and had a modest revenue surplus in 2015/2016 and 2016/2017.

The airport meets the following Grant Assurance in regards to maintaining a separate account and detailed documentation of revenues and expenses specific to the airport:

25. Airport Revenues

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:*
 - 1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this*

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limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

- 2) *If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.*
 - 3) *Certain revenue derived from or generated by mineral extraction, production, 3) lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.*
- b. *As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.*
 - c. *Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.*

Conclusion:

There were no significant issues found as part of this Land Use Inspection. The airport has addressed the one discrepancy found. The airport is a well-run airport and is maintained very well. The completion of the recent master plan and Airport Layout Plan sets forth the airport's vision for the next twenty years. Airport pavements are in good shape and projects are set to address the older pavements in the near and midterm. The airport's leases are well written and consistent, allowing for limited if any legal issues associated with the leases.

Based on the findings and actions that were taken, this land use inspection is closed.