



I34

2022 Indiana State Aviation System Plan

Greensburg Municipal Airport

Associated City: Greensburg

County: Decatur

ISASP Facility Category: Local



Greensburg Municipal Airport (I34) is a general aviation (GA) airport located directly southwest of Greensburg. The airport serves daily recreational GA flights as well as daily business and corporate GA travel. Other operations occurring at I34 include aerial inspections, law enforcement, search and rescue, and aerial photography activities. This wide variety of aviation activity establishes Greensburg Municipal Airport as a source of economic activity in the southeastern Indiana area. Additionally, the airport is currently undergoing a runway expansion project. The airport is motivated to lengthen their runway in order to better serve future business development occurring in the region, and this initiative is supported by numerous local businesses and the local economic development corporation. This runway lengthening project will help promote the airport as a strong part of the local economy and community.

Airport Activities

Recreational Flying

Corporate or Business Activity

Aerial Inspections

Police or Law Enforcement

Aerial Agricultural Spraying

Airside Facilities

Primary Runway
18/36

Runway Surface Type
Asphalt

Runway Dimensions
3,433' x 40'

Fuel Availability
100LL & Jet A

Activity Forecasts

Activity	2019*	2039
Based Aircraft	29	29
GA Operations	2,700	2,760
Commercial Service Operations	-	-
Enplanements	-	-


* Note: For based aircraft, 2021 was used as the base year. See the 2022 ISASP Technical Report, Chapter 4 – Aviation Demand and Activity Forecasts for more details.



Minimum Service Level Recommendations (MSLRs)

The following individual airport report card was developed using the MSLRs for each ISASP category. This report card shows the existing conditions for Greensburg Municipal Airport, the MSLR target set for the ISASP category, and whether or not the airport meets the given MSLR target. It should be noted that these are not requirements for airport performance, instead these are recommendations for the facility based on its current ISASP category.

I34 Recommendation to Improve System Performance

 Install Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS)

Airport Information			
Primary Runway:	18/36		
Primary Runway Approach Type:	V/RNAV		
Primary Runway Approach Category:	Non-precision		
MSLR Category	Local MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	3,400'	3,433**	Yes ✓
Runway Strength	30,000 lb.	SW: 12,500 lb.	No ✗
Runway Grooving	Maintain Existing	Grooved	Yes ✓
Runway Lights	LIRL	MIRL	Yes ✓
Full Parallel Taxiway	Recommended	Connector and Turnaround	Yes ✓
Taxiway Lights	Yes	None	No ✗
Visibility Minimums (One End Minimum)	1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	350'	648'	No ✗
Visual Glide Slope Indicator (VGSI)	VGSI	V2L/V2L	Yes ✓
Approach Lighting System (ALS)		N/N	
Runway End Indicator Lights (REILs)	REILs	N/N	No ✗
Runway Markings & Signage	NPI	BSC/BSC	No ✗
Clear Precision Obstacle Free Zone	If Applicable	N/N	N/A ○

Notes

*I34 is receiving a grant in 2022 for a new runway. Once complete, the length of the primary runway will be 5,405'.

BSC: Basic (number and centerline)

NPI: Non-precision Instrument

V: Visual

LIRL: Low Intensity Runway Lights

RNAV: Area Navigation

V2L: 2-box Visual Approach Slope Indicator

MIRL: Medium Intensity Runway Lights

SW: Single Wheel

(VASI) On the Left Side of the Runway

I34's Airport Economic Impacts

Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. Individual airport and statewide economic impacts were developed through surveying of airport activity, employment, expenditures, and operating budget. These data were then used to calculate direct employment, wages, Gross Domestic Product (GDP), and output. These direct economic impacts were then evaluated considering the indirect and induced impacts (often called "multiplier impacts"), producing a comprehensive representation of the airport's total annual economic contribution to the state economy.



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