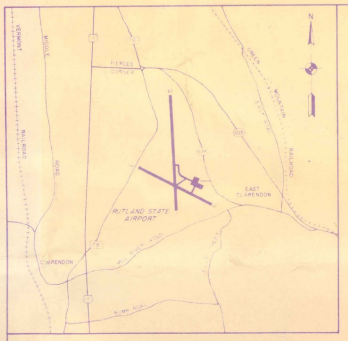
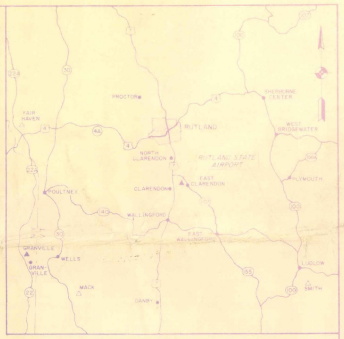


LOCATION MAP

GRAPHIC SCALE

STATE OF VERMONT
AGENCY OF TRANSPORTATION



VICINITY MAP

LEGEND
- CITIES AND TOWNS
- AIRPORT (PAVED RUNWAY)
- AIRPORT (TURF RUNWAY)
- HELIPORT
- SEAPLANE BASE

GRAPHIC SCALE

MASTER PLAN

RUTLAND STATE AIRPORT

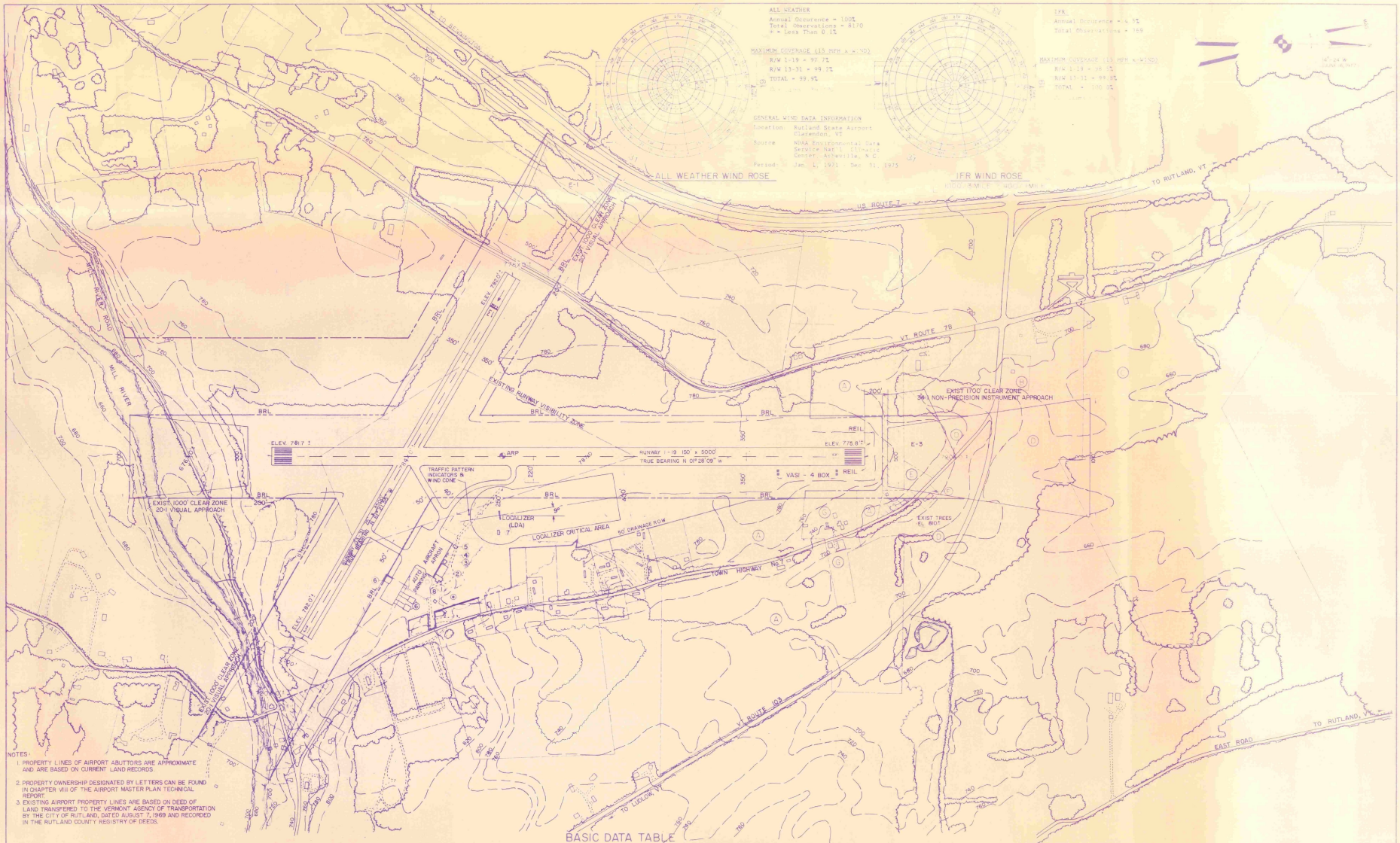
PROJECT NO. A-50-0015-01

INDEX TO DRAWINGS

1. EXISTING AIRPORT LAYOUT PLAN
2. AIRPORT LAYOUT PLAN
3. TERMINAL AREA PLAN
4. AIRPORT IMAGINARY SURFACES PLAN
5. PLAN / PROFILE, RUNWAY 1-19 & APPROACHES
6. PLAN / PROFILE, RUNWAY 13-31 & APPROACHES
7. LAND USE PLAN

NOVEMBER, 1979

HOYLE, TANNER & ASSOCIATES, INC.
CONSULTING ENGINEERS
LONDONDERRY, NEW HAMPSHIRE



NOTES:

1. PROPERTY LINES OF AIRPORT ABUTTORS ARE APPROXIMATE AND ARE BASED ON CURRENT LAND RECORDS.
2. PROPERTY OWNERSHIP DESIGNATED BY LETTERS CAN BE FOUND IN CHAPTER VIII OF THE AIRPORT MASTER PLAN TECHNICAL REPORT.
3. EXISTING AIRPORT PROPERTY LINES ARE BASED ON DEED OF LAND TRANSFERED TO THE VERMONT AGENCY OF TRANSPORTATION BY THE CITY OF RUTLAND, DATED AUGUST 7, 1969 AND RECORDED IN THE RUTLAND COUNTY REGISTRY OF DEEDS.

BASIC DATA TABLE

AIRPORT FACILITIES

No	EXISTING	No	ULTIMATE
1	TERMINAL / T-HG, PARTS & AVIONICS BLDG.		
2	T-HG HANGAR		
3	LINE SHACK		
4	AIRCRAFT FUEL PUMPS		
5	CRASH, FIRE & RESCUE BUILDING		
6	AIRCRAFT STORAGE HANGAR		
7	LOCALIZER CONTROL BUILDING		
8	AIRPORT LIGHTING VAULT		

RUNWAY DATA

	RUNWAY 1-19 EXISTING	RUNWAY 1-19 ULTIMATE	RUNWAY 13-31 EXISTING	RUNWAY 13-31 ULTIMATE
EFFECTIVE GRADIENT (%)	0.22		0.11	
WIND COVERAGE	SEE WIND ROSES THIS SHEET		SEE WIND ROSES THIS SHEET	
PAVEMENT STRENGTH	30K S-SINGLE, T-TWIN		30K S-SINGLE, T-TWIN	
LENGTH	5,000'		3,500'	
WIDTH (FULL STRENGTH PAVEMENT)	150'		75'	
RUNWAY MARKING	N.A. PRECISION		BASIC	
RUNWAY LIGHTING	MEDIUM INTENSITY		NONE	
RUNWAY SAFETY AREA	500'		500'	
APPROACH SURFACES AND CLEAR ZONES	20:1 (R/W 1) 34:1 (R/W 19)		20:1 (R/W 13) 20:1 (R/W 31)	
FAR 77 CATEGORY	A/B-II NON-PRECISION		VISUAL	
NAVIGATION AIDS	LOCALIZER DIRECTIONAL AID & NDB (19)		NONE	
VISUAL AIDS	VASI - 4 BOX REILS (R/W 19)		NONE	

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION (USGS MSL)	787'±	
AIRPORT REFERENCE POINT	43°-37'-46.4" N. 72°-52'-4" W.	
NORM. MAX. TEMP. OF HOTTEST MONTH	87° F.	
TAXIWAY WIDTH	35' (VOTE)	
TAXIWAY LIGHTING	GENERAL	
OPERATIONAL ROLE	GENERAL T, T-T	
SERVICE LEVEL	WINTER SERVICE	

LEGEND

EXISTING	ULTIMATE	
		AIRPORT PROPERTY LINE
		PROPERTY ANGLE POINT
		AIRPORT BOUNDARY
		UNPAVED AIRCRAFT TIE DOWN
780		CONTOURS (USGS MSL) DATUM
		AIRPORT REFERENCE POINT
		AIRPORT ROTATING BEACON
		TELEPHONE OR ELECTRONIC LINES
		DRAINAGE
		REIL LINE
		CHAIN LINK FENCE
		AVIGATION EASEMENT

REV.	DESCRIPTION	DR. BY	DES. APPD. BY	DATE
1	TERMINAL AREA & PROPERTY LINE	RJK	MLS	2/84

HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers
ONE S. MAIN STREET LONDONDERRY, NEW HAMPSHIRE

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

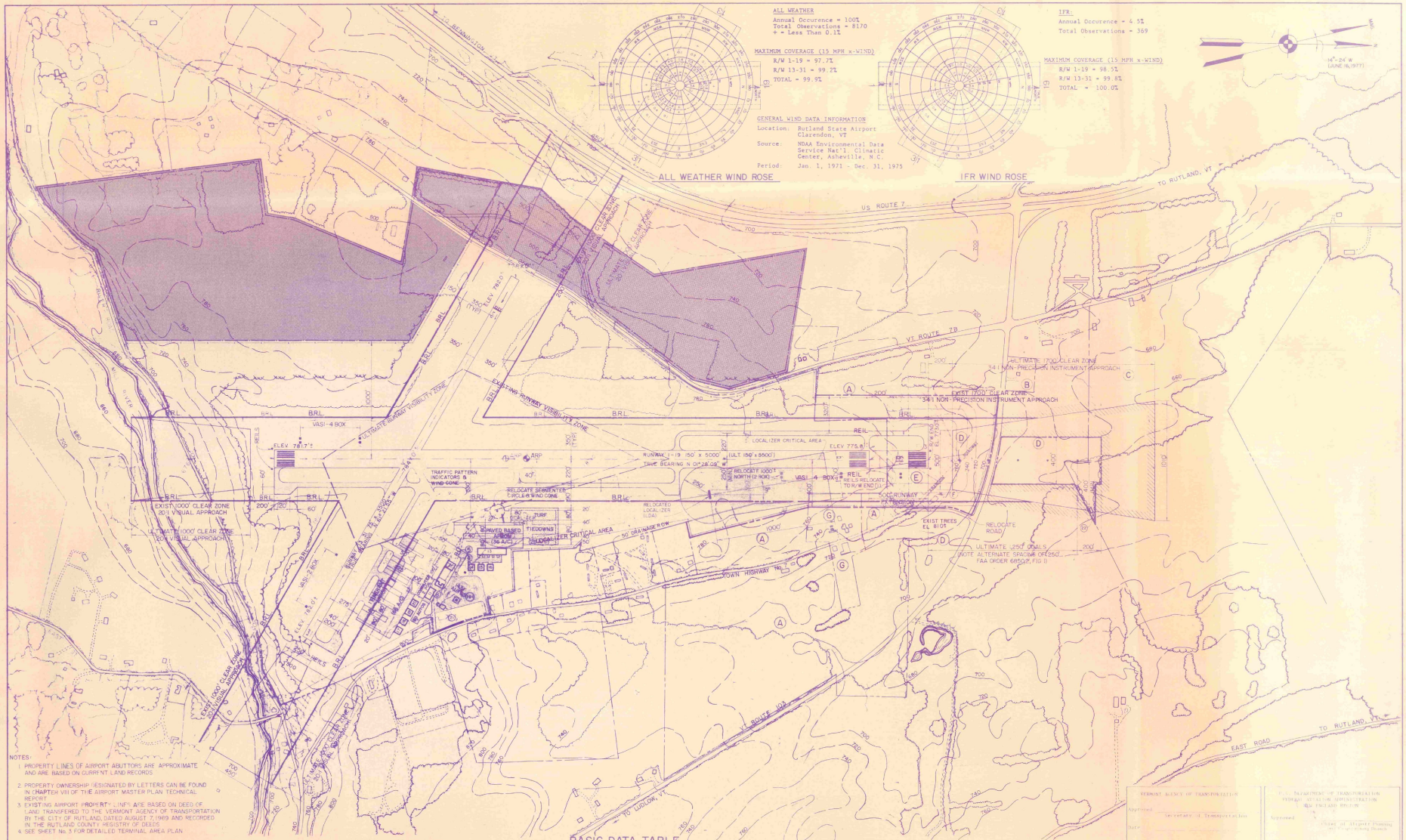
EXISTING AIRPORT LAYOUT PLAN

SCALE	PROJECT NO.	DRAWING NO.
1" = 300'	7625-1	1
DATE: NOV. 1978	SHEET 1 OF 7	

DES. BY: DR. BY: CHKD BY:

DO NOT SCALE DRAWING

OVERLAY REF.
ASSEMBLY ORDER
SUBSET REF.
INTENSITY



NOTES:

1. PROPERTY LINES OF AIRPORT ABUTTORS ARE APPROXIMATE AND ARE BASED ON CURRENT LAND RECORDS
2. PROPERTY OWNERSHIP DESIGNATED BY LETTERS CAN BE FOUND IN CHAPTER VIII OF THE AIRPORT MASTER PLAN TECHNICAL REPORT
3. EXISTING AIRPORT PROPERTY LINES ARE BASED ON DEED OF LAND TRANSFERED TO THE VERMONT AGENCY OF TRANSPORTATION BY THE CITY OF RUTLAND, DATED AUGUST 7, 1969 AND RECORDED IN THE RUTLAND COUNTY REGISTRY OF DEEDS
4. SEE SHEET No. 3 FOR DETAILED TERMINAL AREA PLAN

BASIC DATA TABLE

AIRPORT FACILITIES

No.	EXISTING	No.	ULTIMATE
1	TERMINAL/FBO/PARTS & SERVICE BLDG	1	EXPAND EXISTING FOR FBO USE
2	FBO HANGAR	4	ADD (2) T-HANGARS
3	LINE SHACK (REMOVE)	11	T-HANGAR
4	AIRCRAFT FUEL PUMPS	12	FBO HANGAR ADDITION
5	CRASH, FIRE & RESCUE BUILDING	13	T-HANGAR (10 STALLS)
6	AIRCRAFT STORAGE (RELOCATE)	14	LARGE BASED A/C STORAGE HANGAR
7	LOCALIZER CONTROL (RELOCATE)	15	LARGE BASED A/C STORAGE HANGAR
8	AIRPORT LIGHTING VAULT (RELOCATE)	16	LARGE BASED A/C STORAGE HANGAR
		17	ITINERANT A/C STORAGE HANGAR
		18	ITINERANT A/C STORAGE HANGAR
		19	ITINERANT A/C STORAGE HANGAR
		20	ITINERANT A/C STORAGE HANGAR
		21	AIRPORT LIGHTING VAULT
		22	SNACK CONVEN. STATION
		23	36" ROTATING BEACON

RUNWAY DATA

	RUNWAY 1-19		RUNWAY 13-31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (%)	0.22	0.26	0.11	0.11
WIND COVERAGE	SEE WIND ROSES THIS SHEET		SEE WIND ROSES THIS SHEET	
PAVEMENT STRENGTH	40K(S),60K(D),75K(DT)	40K(S), 60K(D), 75K(DT)	30K (S)	30 K (S)
LENGTH	5000'	5,500'	3,500'	3,500'
WIDTH (FULL STRENGTH PAVEMENT)	150'	150'	75'	75'
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	BASIC	BASIC
RUNWAY LIGHTING	MEDIUM INTENSITY	MEDIUM INTENSITY	NONE	MEDIUM INTENSITY
RUNWAY SAFETY AREA	500'	500'	500'	250'
APPROACH SURFACES AND CLEAR ZONES	20:1 (R/W 1) 34:1 (R/W 19)	20:1 (R/W 1) 34:1 (R/W 19)	20:1 (R/W 13) 20:1 (R/W 31)	20:1 (R/W 13) 20:1 (R/W 31)
PART 77 CATEGORY	VISUAL NON-PRECISION	VISUAL NON-PRECISION	VISUAL	VISUAL
NAVIGATION AIDS	LOCALIZER DIRECTIONAL A/C 9 NOB (19)	LDA, 2 NDB'S, FAN MARKER (19)	NONE	NONE
VISUAL AIDS	VASI-4 BOX REILS (R/W 19)	VASI-4 BOX, LOCALIZER/W/R REILS, REILS (R/W 1)	NONE	VASI-2 BOX REILS (R/W 31)

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION (U.S.G.S. MSL)	787'±	787'±
AIRPORT REFERENCE POINT (ESTIMATED)	43° 31'-46"(N) 72° 56'-54"(W)	43° 31'-44"N 72° 56'-54"W
NORM. MAX. TEMP. OF HOTTEST MONTH	80° F	80° F
TAXIWAY WIDTH	AS NOTED	40'
TAXIWAY LIGHTING	MITL	MITL
OPERATIONAL ROLE	GENERAL UTILITY	BASIC TRANSPORT
SERVICE LEVEL	COMMUTER SERVICE	COMMUTER SERVICE

LEGEND

EXISTING	ULTIMATE	
		AIRPORT PROPERTY LINE
		MISCELLANEOUS PROPERTY LINE
		AIRPORT PAVED AREAS
		UNPAVED AIRCRAFT TIE DOWN
700	700	CONTOURS (U.S.G.S. MSL DATUM)
ARP	ARP	AIRPORT REFERENCE POINT
		AIRPORT ROTATING BEACON
		TELEPHONE &/OR ELECTRIC LINES
		DRAINAGE
		TREE LINE
		CHAIN LINK FENCE
		AVIGATION EASEMENT
		AREA RESERVED FOR FUTURE AIRPORT EXPANSION
		LAND ACQUISITION
		LOCALIZER CRITICAL AREA
		LAND CONVEYED TO RIDDIC

VERMONT AGENCY OF TRANSPORTATION

Approved _____ Secretary of Transportation

Date _____

Approved _____ Director of Engineering and Construction

Date _____

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION

Approved _____ Chief of Airport Planning and Programming Branch

Date _____

Approval Subject to Comments and Recommendations Dated _____

REV.	DESCRIPTION	DR. BY	CHKD. BY	APPR. BY	DATE
1	TERMINAL AREA & PROPERTY LINE	RJK	MLS	MLS	2/84

HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers
ONE TECHNOLOGY PARK - LONDONDERRY, NEW HAMPSHIRE

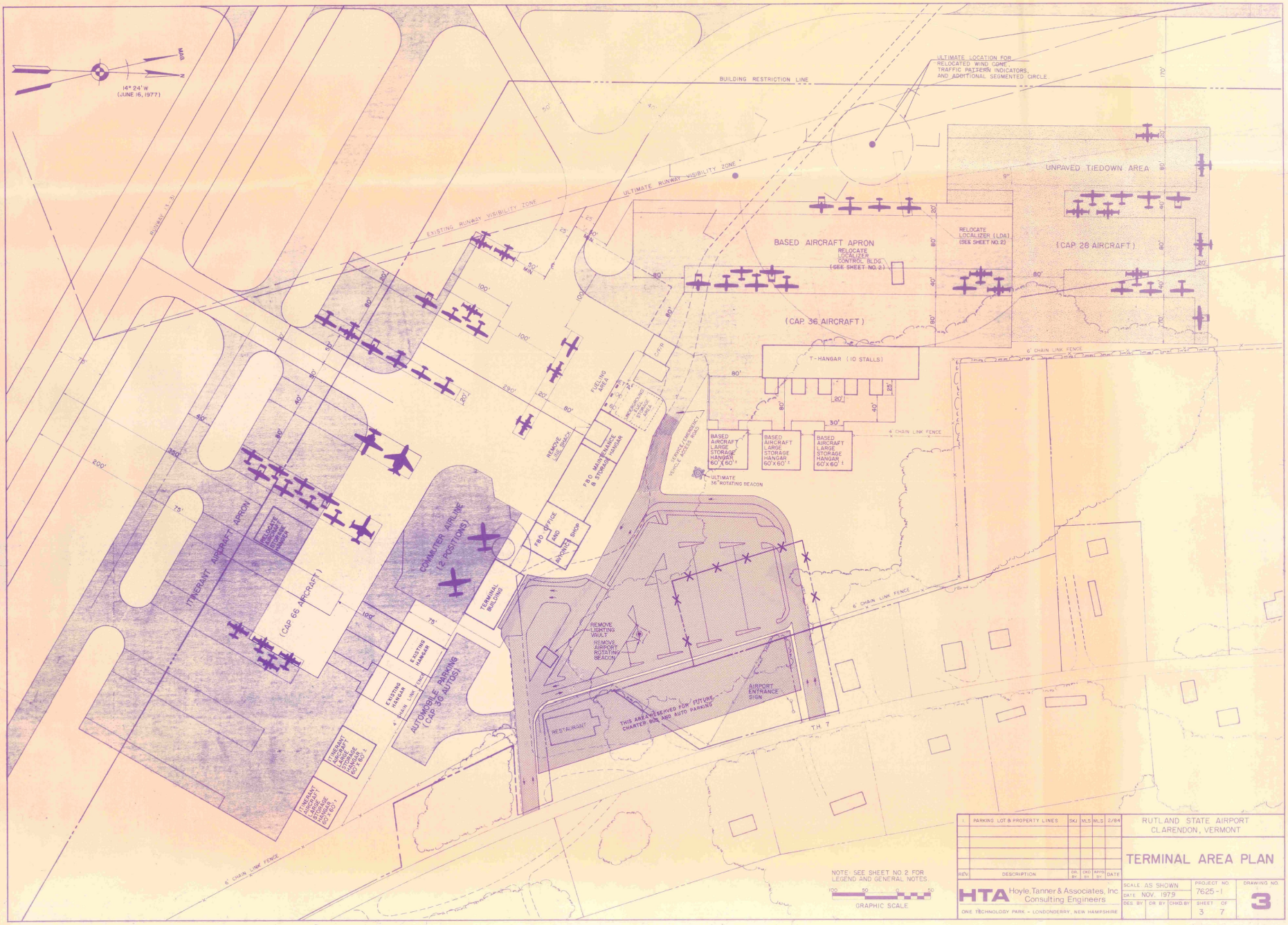
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

AIRPORT LAYOUT PLAN

SCALE 1" = 300'
DATE NOV. 1979
DES. BY _____ DR. BY _____ CHKD. BY _____
PROJECT NO. 7625-1
SHEET OF 2 7
DRAWING NO. 2

DO NOT SCALE DRAWING

OVERLAY REF. SHEET NO. DRAWING REF. INTENSITY



REV.	DESCRIPTION	DR BY	CHD BY	APPR BY	DATE
1	PARKING LOT & PROPERTY LINES	SKJ	WLS	MLS	2/84

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TERMINAL AREA PLAN

HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers
ONE TECHNOLOGY PARK – LONDONDERRY, NEW HAMPSHIRE

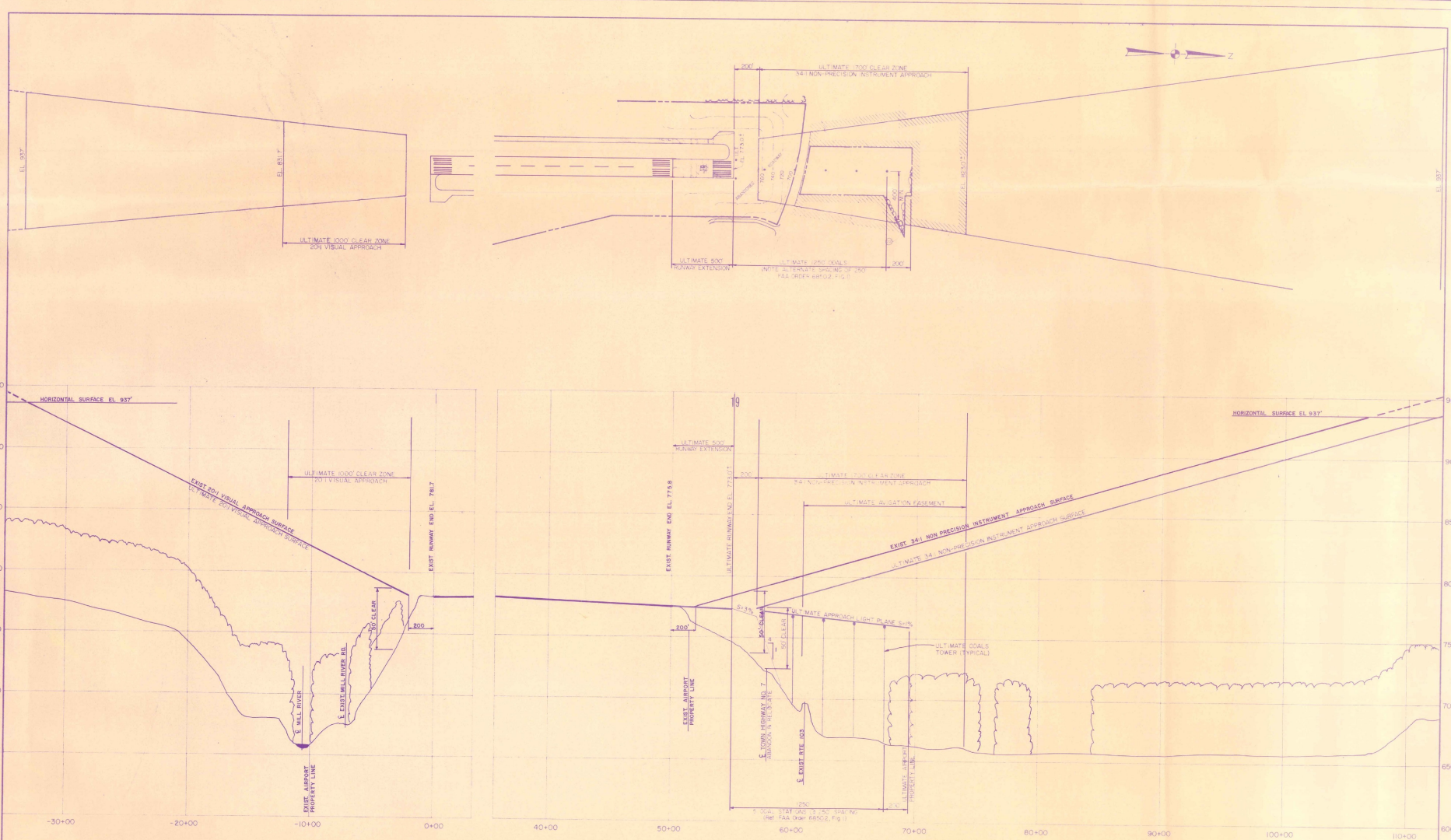
SCALE: AS SHOWN | DATE: NOV. 1979 | DES. BY | DR BY | CHKD BY
PROJECT NO. 7625-1 | SHEET 3 OF 7 | DRAWING NO. 3

DO NOT SCALE DRAWING

OVERLAY REF.
ASSEMBLY ORDER
OVERLAY REF.
INTENSITY

	4	3	2	1	DRAWING NO.
					3
	5	3			
					6
					6 F
	7				


LEGEND
EXISTING HAZARD BEACONS.
PROPOSED HAZARD BEACONS. (NONE)
PROPOSED NONDIRECTIONAL BEACON (NDB).
PEAK OF HILL ELEVATION.
GROUND PENETRATION OF IMAGINARY SURFACES.
TREE PENETRATION OF IMAGINARY SURFACES. 80 FT. ASSUMED TREE HEIGHT.
LDA..... LOCALIZER DIRECTIONAL AID (FOR INSTRUMENT APPROACHES OFFSET MORE THAN 3°.)
MDA..... MINIMUM DESCENT ALTITUDE (CEILING MINIMUM)
TERPS..... UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES
NOTES:
1. AIRPORT ELEVATION 787' (EXIST. & ULT.)
2. ELEVATIONS AND GROUND CONTOURS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.
3. GROUND CONTOURS INTERVAL = 20 FT.
4. THIS DRAWING IS NOT TO BE USED FOR AIR NAVIGATION PURPOSES.
5. PROPOSED FAN MARKER 6.0 NAUTICAL MILES NORTH OF RUNWAY END 19 COULD NOT BE SHOWN WITHIN THE LIMITS OF THIS DRAWING.
6. EXISTING NDB (IRA) 9.3 NAUTICAL MILES NORTH OF RUNWAY END 19 COULD NOT BE SHOWN WITHIN THE LIMITS OF THIS DRAWING.
7. FOR CLOSE-IN OBSTRUCTION STUDY OF RUNWAY APPROACHES SEE SHEETS NO. 5 & 6.
CONTROLLING OBSTACLE SETTING ELEVATION-(MDA) AND LOCATION OF MISSED APPROACH POINT, RUNWAY 19 (TERPS PARA. 275.a.)
14°-24' W (JUNE 16, 1977)
CONTROLLING OBSTACLE SETTING 9' OFFSET LDA APPROACH, RUNWAY 19 (TERPS PARA. 982.)
EDGE OF LDA FINAL APPROACH PRIMARY AREA
EDGE OF LDA FINAL APPROACH PRIMARY AREA
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
AIRPORT IMAGINARY SURFACES PLAN
HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers
ONE TECHNOLOGY PARK - LONDONDERRY, NEW HAMPSHIRE
SCALE: 1" = 2,000'
DATE: NOV. 1979
PROJECT NO. 7625-1
DRAWING NO. 4
SHEET 4 OF 7
DES. BY
DR. BY
CHKD. BY
DO NOT SCALE DRAWING



NOTES

1. For legend and general notes see sheet No. 2.
2. Existing tree lines were determined by assuming a general tree height of 60' + (in 1971) supplemented by approach surface data from FAA Form 2019-1 dated 5/20/72.
3. Existing ground contours and profiles are based on the existing airport layout plan and supplemented by U.S.G.S. quadrangles and limited field survey by others.
4. Existing trees, buildings, etc. shown in profile are only those found within the limits of the approach surfaces shown in plan view.
5. All profile details are typical of those found on the extended runway centerline unless otherwise noted.

GRAPHIC SCALES

30' 0 300'

OVERLAY REF.	5	2	1	DRAWING NO.
ASSEMBLY ORDER	4	3		5-A
SUBASSY REF.				
INTENSITY				

REV	DESCRIPTION	DR BY	CHKD BY	APPD BY	DATE

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Consulting Engineers
ONE TECHNOLOGY PARK - LONDONDERRY, NEW HAMPSHIRE

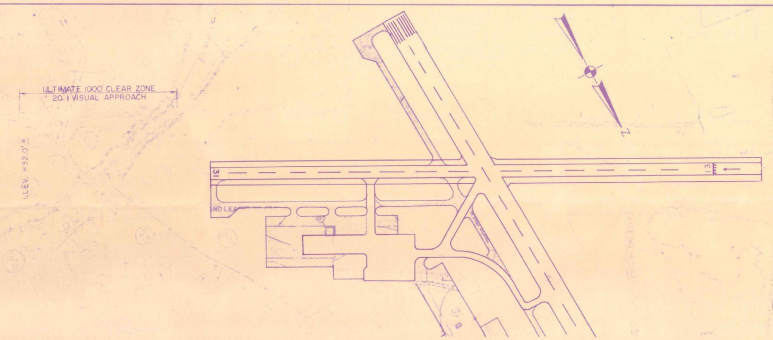
RUTLAND - STATE AIRPORT
CLARENDON, VERMONT

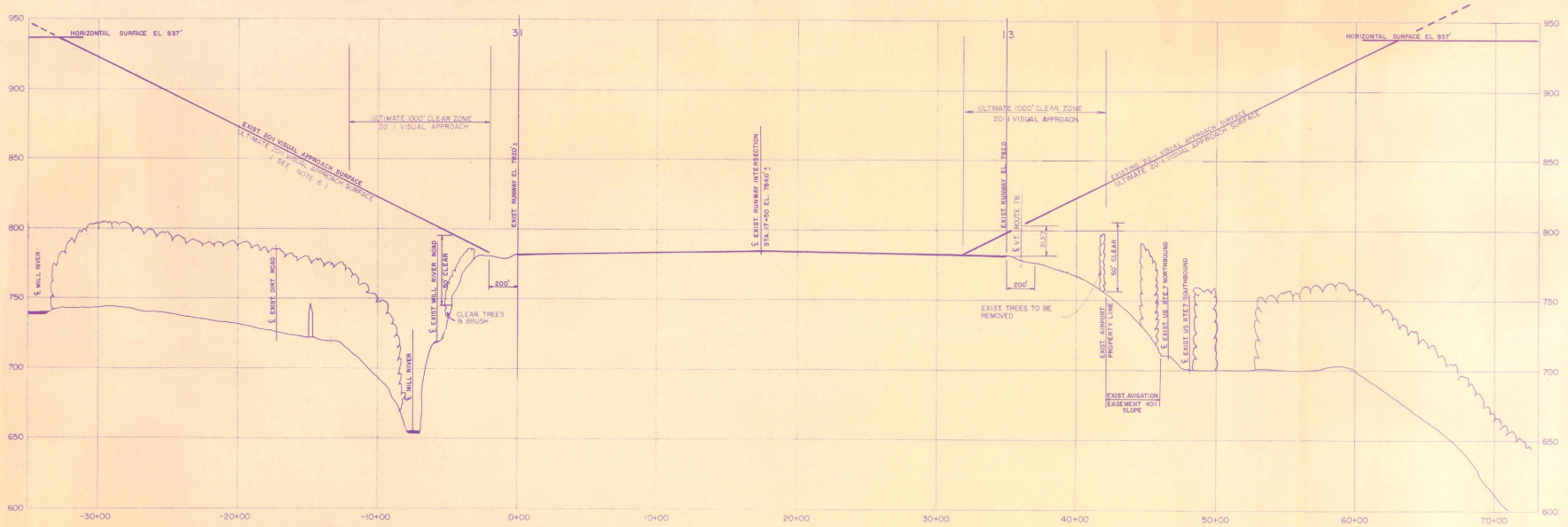
PLAN / PROFILE,
RUNWAY 1-19 & APPROACHES

SCALE AS SHOWN | PROJECT NO. 7625-1 | DRAWING NO. 5
DATE NOV. 1979
DES. BY | DR. BY | CHKD BY | SHEET 5 OF 7

DO NOT SCALE DRAWING

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NOTES

1. For legend and general notes see sheet No. 2.
2. Existing tree lines were determined by assuming a general tree height of 60'± (in 1977) supplemented by approach surface data from FAA Form 5010-1 dated 5/20/77.
3. Existing ground contours and profiles are based on the existing Airport layout plan and supplemented by U.S.G.S. quadrangles and limited field survey by others.
4. Existing trees, buildings, etc. shown in profile are only those found within the limits of the approach surfaces shown in plan view.
5. All profile details are typical of those found on the extended runway centerline unless otherwise noted.
6. The VAOT reports that some trees exist as penetrations to the south edge of the 20:1 FAR PART 77 Approach Surface. The trees are located 5000'± from Runway end 31. Application of Displaced Threshold Criteria superimposed over the FAR PART 77 Surface apparently clears these obstacles (AC 150/5320-13). Also, application of Obstacle Free Zone Criteria clears these obstacles (AC 150/5300-4B). A more detailed field survey is necessary to define the situation. No runway threshold displacement is recommended at this time.

GRAPHIC SCALES

50 0 50 FEET — VERTICAL
300' 0 300' HORIZONTAL

REV	DESCRIPTION	DR BY	CKD BY	APPD BY	DATE
1	VT. ROUTE 7B (ULT.) & APPROACH	RJK	MLS	MLS	5/84

HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers
ONE TECHNOLOGY PARK – LONDONDERRY, NEW HAMPSHIRE

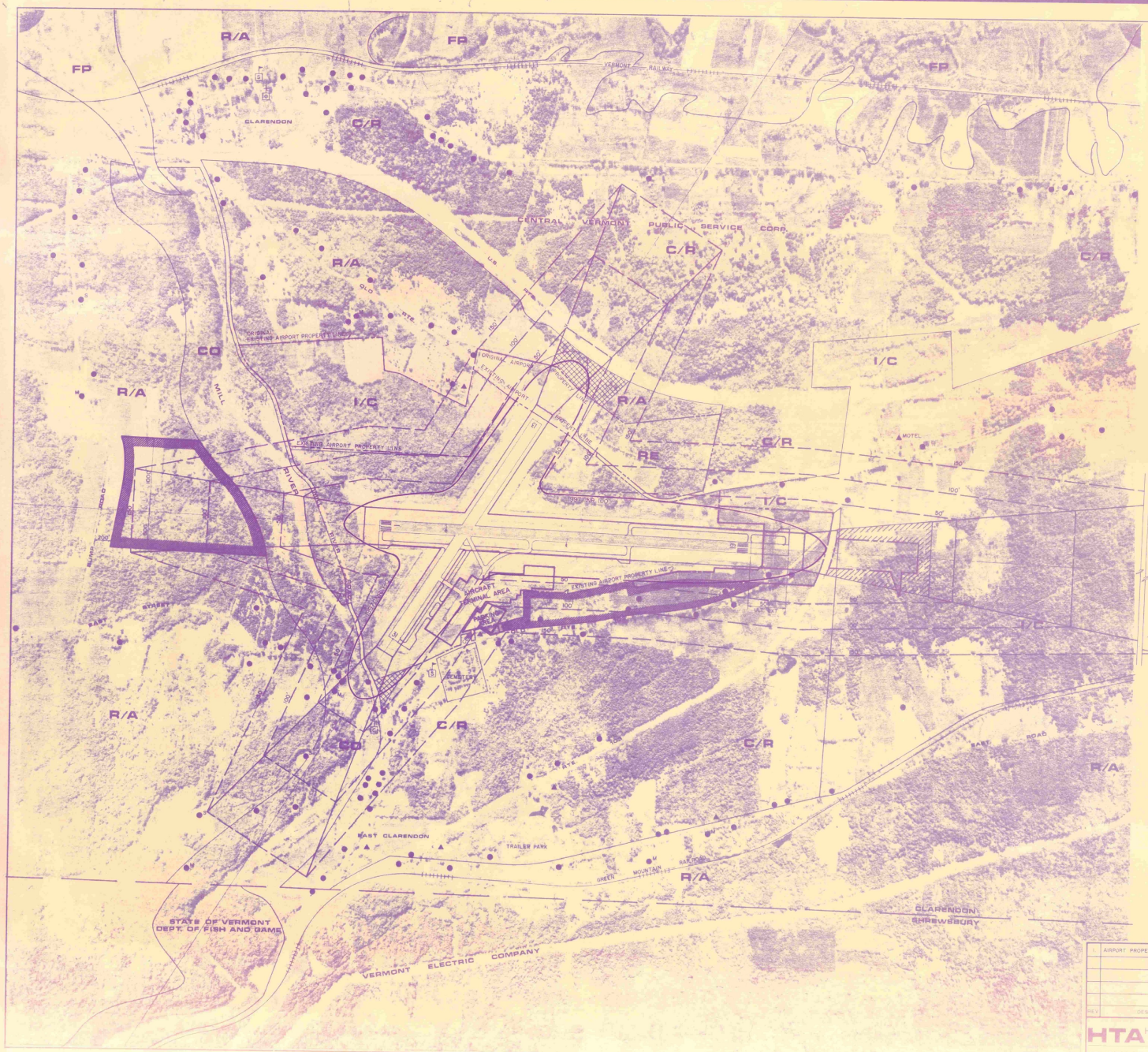
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

PLAN / PROFILE, RUNWAY 13-31 & APPROACHES

SCALE	AS SHOWN	PROJECT NO.	DRAWING NO.
DATE	NOV. 1979	7625-1	6
DES. BY	DR. BY	CHKD BY	SHEET OF 6 7

DO NOT SCALE DRAWING

ASSEMBLY ORDER
DRAWING REF
INTENSITY



14° 24 W
(JUNE 15, 1977)

LEGEND

EXISTING AIRPORT PROPERTY LINE
TOWN LINE

EXISTING LAND USES
- PRIVATE RESIDENCES (M - MOBILE HOME, S - SEASONAL)
- COMMERCIAL ESTABLISHMENT
- INDUSTRIAL ENTERPRISE
- CHURCHES
- SCHOOLS

FORECASTED LAND USES
- R/A ..... RESIDENTIAL/AGRICULTURE
- C/R ..... COMMERCIAL/RESIDENTIAL
- I/C ..... INDUSTRIAL/COMMERCIAL
- FP ..... FLOOD PLAIN
- CO ..... CONSERVATION
- RE ..... RECREATION

150 ..... IMAGINARY SURFACE - ELEVATION ABOVE AIRPORT (SEE NOTE 2, THIS SHEET.)

ULTIMATE AIRPORT PROPERTY AQUISITION

PROPOSED AVIGATION EASEMENTS

EXISTING AVIGATION EASEMENTS

AREA OF FUTURE LAND USE CONCERN (SEE NOTE 3, THIS SHEET.)

NOTES:

1. The "Forecasted Land Uses" are those felt by the Clarendon Planning Commission, as of June, 1978, to be the direction of the Town's future land use. The boundaries of these land uses reflect existing growth trends, existing industrial/commercial zoning and the 1997 CNR 100 contours as shown on this plan.
2. The existing and ultimate elevation of Rutland State Airport is 787' MSL. The existing and ultimate horizontal surface elevation of Rutland State Airport is 937' MSL or 150' above the airport elevation.
3. See Master Plan Technical Report for details of designated "Areas of Future Land Use Concern"
4. All evident structures not otherwise indicated are farm related buildings.
5. Composite Noise Rating (CNR) contour 100 for 1977 was not generated beyond the limits of the runways by that year's level of aircraft operations and is, therefore, not presented on this drawing.

REV.	DESCRIPTION	BY	CHK BY	APPD BY	DATE
1	AIRPORT PROPERTY LINE	RJK	MLS	MLS	2/84

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

LAND USE PLAN

HTA Hoyle, Tanner & Associates, Inc.
Consulting Engineers
ONE TECHNOLOGY PARK - LONDONDERRY, NEW HAMPSHIRE

SCALE 1" = 500'
DATE NOV. 1979
DES. BY [illegible] DR. BY [illegible] CHK'D BY [illegible]
PROJECT NO. 7625-1
SHEET OF 7
DRAWING NO. 7

DO NOT SCALE DRAWING

DRAWING NO. 7
SHEET NO. 1