

MILE $\frac{1}{2}$ $\frac{1}{8}$ 0 $\frac{1}{2}$ MILE

GRAPH C SCALE

LEGEND

- CITIES AND TOWNS
- ▲ AIRPORT (Paved Runway)
- △ AIRPORT (Turf Runway)
- ⊙ HELIPORT
- ⊕ SCAPING BASE

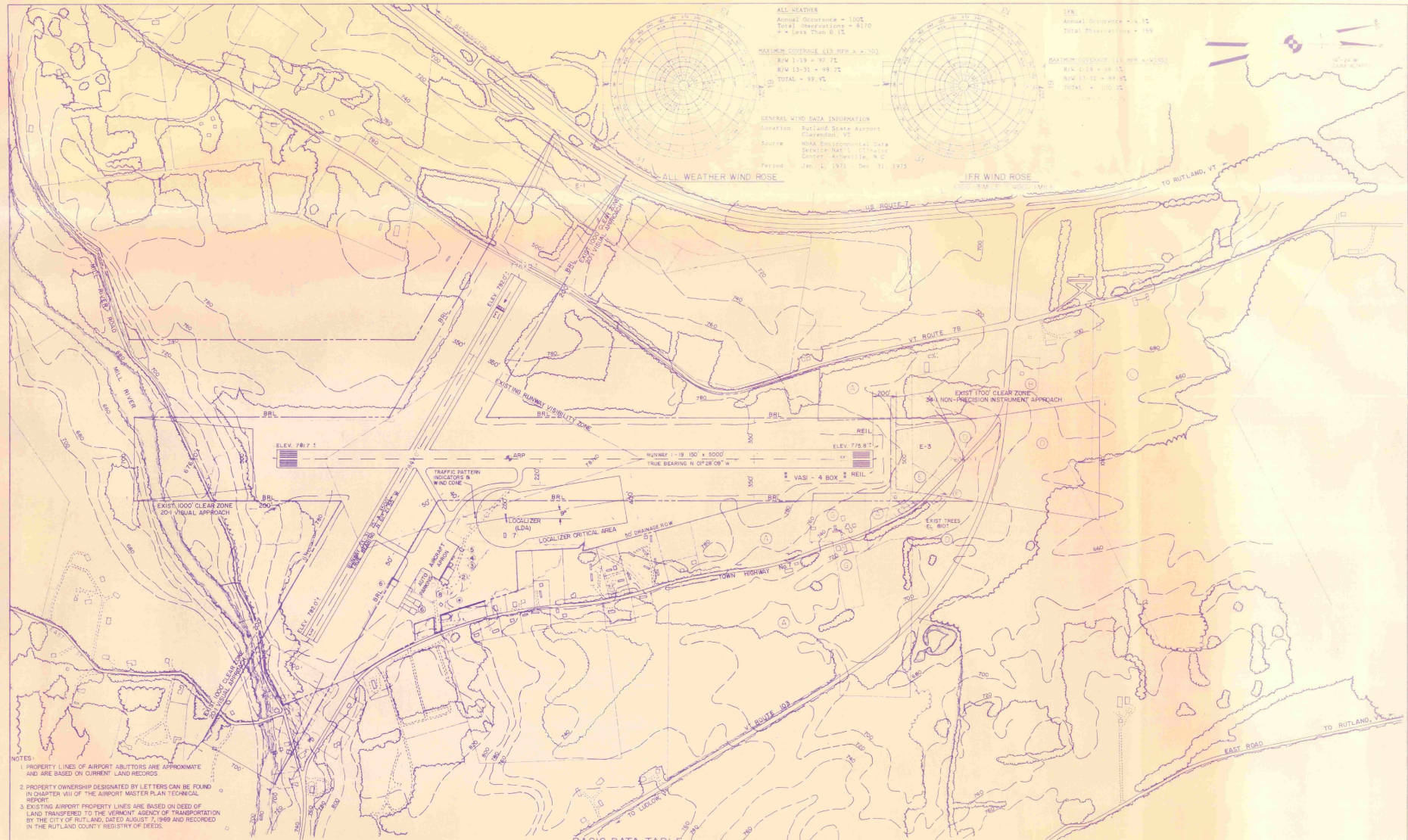
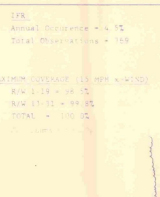
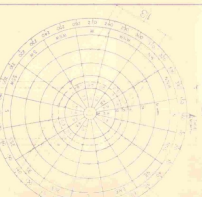
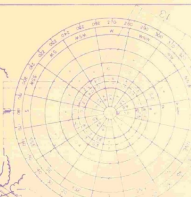
MILES 0 10 20 30 40 50

GRAPHIC SCALE

PROJECT NO. A-50-0015-01

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

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



- NOTES:
1. PROPERTY LINES OF AIRPORT ADJUTORS ARE APPROXIMATE AND ARE BASED ON CURRENT LAND RECORDS.
 2. PROPERTY OWNERSHIP DESIGNATED BY LETTERS CAN BE FOUND IN CHAPTER VII OF THE AIRPORT MASTER PLAN TECHNICAL REPORT.
 3. EXISTING AIRPORT PROPERTY LINES ARE BASED ON DEED OF LAND TRANSFERRED TO THE VERMONT AGENCY OF TRANSPORTATION BY THE CITY OF RUTLAND, DATED AUGUST 7, 1989 AND RECORDED IN THE RUTLAND COUNTY REGISTRY OF DEEDS.

BASIC DATA TABLE

AIRPORT FACILITIES			RUNWAY DATA			AIRPORT DATA			LEGEND		
NO.	EXISTING	ULTIMATE	NO.	EXISTING	ULTIMATE	NO.	EXISTING	ULTIMATE	NO.	EXISTING	ULTIMATE
1	TERMINAL, FBO, PARTS & AVIATION BLDG.		1	TERMINAL, FBO, PARTS & AVIATION BLDG.		1	TERMINAL, FBO, PARTS & AVIATION BLDG.		1	TERMINAL, FBO, PARTS & AVIATION BLDG.	
2	FBO BLDG.		2	FBO BLDG.		2	FBO BLDG.		2	FBO BLDG.	
3	LINE BLDG.		3	LINE BLDG.		3	LINE BLDG.		3	LINE BLDG.	
4	AIRWAY FBO BLDG.		4	AIRWAY FBO BLDG.		4	AIRWAY FBO BLDG.		4	AIRWAY FBO BLDG.	
5	CRASH FIRE RESERVE BLDG.		5	CRASH FIRE RESERVE BLDG.		5	CRASH FIRE RESERVE BLDG.		5	CRASH FIRE RESERVE BLDG.	
6	AIRPORT STORAGE BLDG.		6	AIRPORT STORAGE BLDG.		6	AIRPORT STORAGE BLDG.		6	AIRPORT STORAGE BLDG.	
7	LOCALIZER ON RWL BUILDING		7	LOCALIZER ON RWL BUILDING		7	LOCALIZER ON RWL BUILDING		7	LOCALIZER ON RWL BUILDING	
8	AIRPORT LIGHT AND VAULT		8	AIRPORT LIGHT AND VAULT		8	AIRPORT LIGHT AND VAULT		8	AIRPORT LIGHT AND VAULT	
EFFECTIVE GRADIENT (%)			EFFECTIVE GRADIENT (%)			EFFECTIVE GRADIENT (%)			EFFECTIVE GRADIENT (%)		
WIND COVERAGE			WIND COVERAGE			WIND COVERAGE			WIND COVERAGE		
PAVEMENT STRENGTH			PAVEMENT STRENGTH			PAVEMENT STRENGTH			PAVEMENT STRENGTH		
LENGTH			LENGTH			LENGTH			LENGTH		
WIDTH (FULL STRENGTH PAVEMENT)			WIDTH (FULL STRENGTH PAVEMENT)			WIDTH (FULL STRENGTH PAVEMENT)			WIDTH (FULL STRENGTH PAVEMENT)		
RUNWAY MARKING			RUNWAY MARKING			RUNWAY MARKING			RUNWAY MARKING		
RUNWAY LIGHTING			RUNWAY LIGHTING			RUNWAY LIGHTING			RUNWAY LIGHTING		
RUNWAY SAFETY AREA			RUNWAY SAFETY AREA			RUNWAY SAFETY AREA			RUNWAY SAFETY AREA		
APPROACH SURFACES AND CLEAR ZONES			APPROACH SURFACES AND CLEAR ZONES			APPROACH SURFACES AND CLEAR ZONES			APPROACH SURFACES AND CLEAR ZONES		
PORT YY CATEGORY			PORT YY CATEGORY			PORT YY CATEGORY			PORT YY CATEGORY		
NAVIGATION AIDS			NAVIGATION AIDS			NAVIGATION AIDS			NAVIGATION AIDS		
VISUAL AIDS			VISUAL AIDS			VISUAL AIDS			VISUAL AIDS		

1

TERMINAL AREA & PROPERTY LINE

R/L NLS DLS 2/64

2

EXISTING AIRPORT LAYOUT PLAN

CLARENDON, VERMONT

HTA

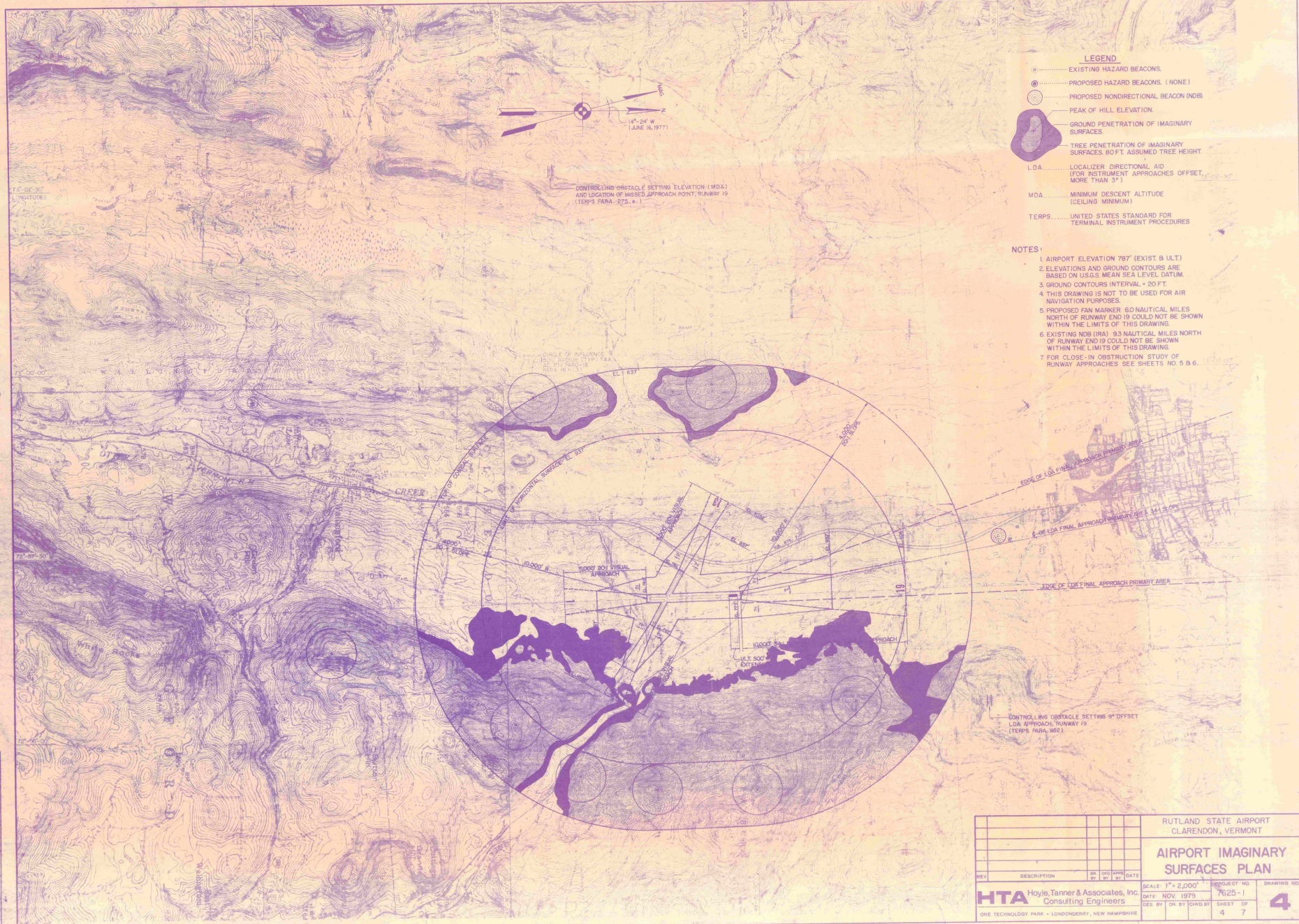
Hoyle Tanner & Associates, Inc.

Consulting Engineers

SCALE: 1" = 300'

PROJECT NO. 7625-1

SHEET NO. 1



- 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 (UN) 8.3 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.

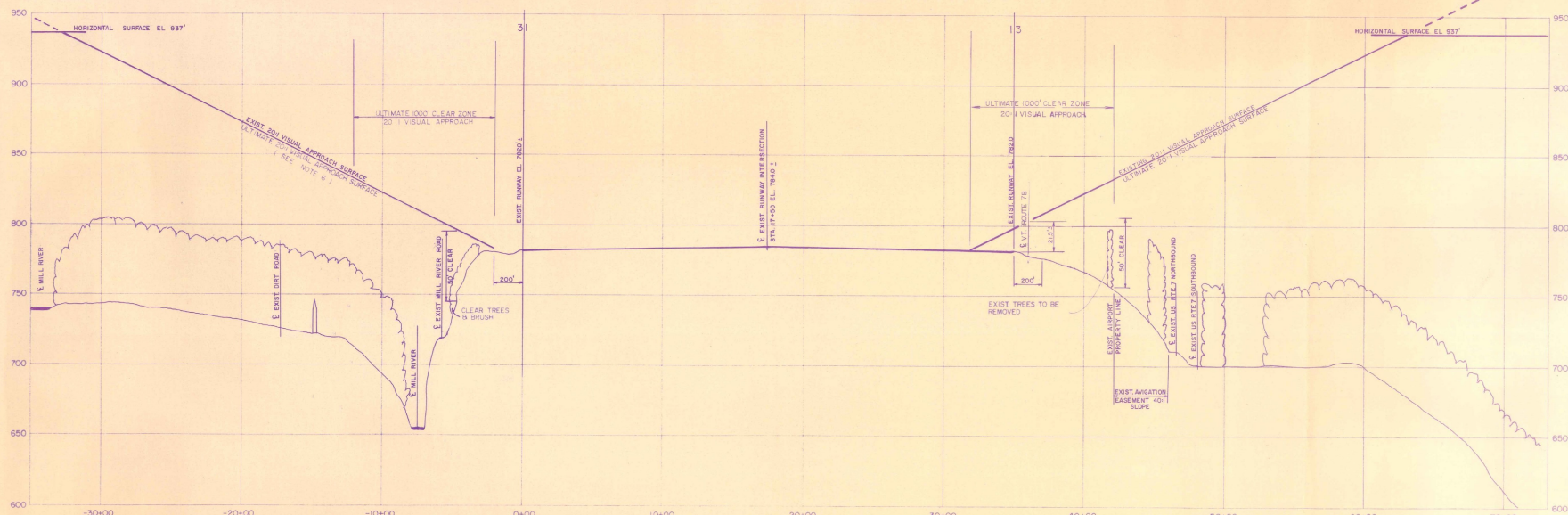
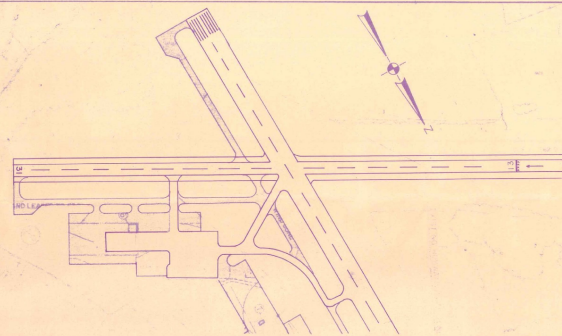
REV		DESCRIPTION		DATE	BY	CHKD	DATE

RUTLAND STATE AIRPORT CLARENDON, VERMONT	
AIRPORT IMAGINARY SURFACES PLAN	
SCALE: 1" = 2,000'	PROJECT NO. 7625-11
DATE: NOV. 1979	DRAWING NO. 4
DES BY: HTA	SHEET OF 7

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

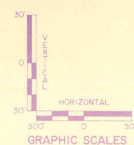
DO NOT SCALE DRAWING

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.
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NOTES

- For legend and general notes see sheet No. 2.
- Existing tree lines were determined by assuming a general tree height of 60' (to 200') supplemented by approach surface data from FAA Form 3050-1 dated 1/25/77.
- Existing ground contours and profiles are based on the existing Report layout plan and supplemented by U.S.G.S. quadrangles and limited field survey by others.
- Existing trees, buildings, etc. shown in profile are only those found within the limits of the approach surfaces shown in plan view.
- All profile details are typical of those found on the extended runway concrete unless otherwise noted.
- The VDOT reports that some crosses exist as penetrations to the south side of the 20:1 PAV 9387.77 approach surface. The trees are located 3000' from Runway and 31'. Application of displaced threshold criteria superimposed over the PAV 9387.77 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.



VT ROUTE 78 (ULT) & APPROACH				RUTLAND STATE AIRPORT CLARENDON, VERMONT			
REV	DESCRIPTION	OR BY	DATE	SCALE	PROJECT NO.	SHEET	DRAWING NO.
1				AS SHOWN	7625-1	6	6
HTA Hoyle, Tanner & Associates, Inc. Consulting Engineers				ONE TECHNOLOGY PARK - LONDONDERRY, NEW HAMPSHIRE			

DO NOT SCALE DRAWING

DATE OF FIELD SURVEY: 11/87
 DATE OF DESIGN: 11/87
 DATE OF PRINT: 7/88



- LEGEND**
- EXISTING AIRPORT PROPERTY LINE
 TOWN LINE
 EXISTING LAND USES:
 ● PRIVATE RESIDENCES (W-HOUSE, 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' MAGNARY SURFACE ELEVATION ABOVE AIRPORT (SEE NOTE 2, THIS SHEET)
 ULTIMATE AIRPORT PROPERTY ACQUISITION
 PROPOSED AVIATION EASEMENTS
 EXISTING AVIATION EASEMENTS
 AREA OF FUTURE LAND USE CONCERN (SEE NOTE 3, THIS SHEET)

- NOTES**
- The "Forecasted Land Uses" are those felt by the Clarendon Planning Commission, as of June, 1979, 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 1971 COB 100 contour as shown on this plan.
 - The existing and ultimate elevation of Rutland State Airport is 157' MSL. The existing and ultimate horizontal surface elevation of Rutland State Airport is 31' MSL or 130' above the airport elevation.
 - See Master Plan Technical Report for details of designated Areas of Future Land Use Concern.
 - All unnoted structures not otherwise indicated are farm related buildings.
 - Composite Noise Rating (CNR) contour 100 for 1979 was not generated beyond the limits of the runway by that year's level of aircraft operations and is, therefore, not presented on this drawing.

AIRPORT PROPERTY LINE		RUTLAND STATE AIRPORT CLARENDON, VERMONT	
R/W LINES 5/84		LAND USE PLAN	
REV.	DESCRIPTION	DATE	BY
1	1" = 500'	NOV 1979	7625-1
2	HTA Hoyle Tanner & Associates, Inc. Consulting Engineers	7	7
ONE TECHNOLOGY PARK - BURLINGTON, NEW HAMPSHIRE		SHEET 7 OF 7	

DO NOT SCALE DRAWING