



Meeting	Public Information Meeting
Location	Rutland Free Library & Virtual via Microsoft Teams
Date	Tuesday, September 21, 2021
Time	7:00 PM – 8:00 PM

See Meeting Attendees Below

A public information meeting for the Rutland–Southern Vermont Regional Airport (RUT) Master Plan was held on Tuesday September 21, 2021 at 7:00 PM at the Rutland Free Library as well as virtually via Microsoft Teams. The meeting began with opening remarks by Bruce King (VTrans Project Manager) and Paul McDonell (CHA Consulting).

The technical presentation was given by the project consultant team, CHA (Paul McDonnell) and R.A. Wiedemann & Associates (Randal Wiedemann).

The following questions/comments were raised during the public meeting:

1. Question: Who maintains the obstruction/hazard beacons surrounding the Airport? Is it the desire of VTrans to no longer maintain the beacons?

Response: The FAA [Federal Aviation Administration] no longer provides funding for hazard beacons. As such, replacement/maintenance would now be the responsibility of VTrans [Vermont Agency of Transportation] and are very expensive due to beacon location and access. The RUT Master Plan provides a recommendation to conduct a feasibility study for repairing/replacing existing beacons (both operative and inoperative) and identify the minimum number to enhance operational safety surrounding the airport.

2. Question: What group and/or individuals were engaged as part of the Master Planning process?

Response: As part of the RUT Master Plan, a Technical Advisory Committee was established and comprised of airport users, tenants, local stakeholders. Two Technical Advisory Committee meetings were held throughout the planning process. The public information meeting is also an opportunity for the public to review and provide feedback regarding findings and recommendations for potential incorporation into the Master Plan.

Additionally, a Rutland Airport Committee was reestablished by the Rutland Regional Planning Commission. This committee will continue beyond the completion of the Master Plan and is an additional opportunity for community input.



3. Comment: The terminal building restaurant has been closed since the COVID-19 pandemic. Are renovations required?

Response: The Master Plan includes a recommendation to renovate the terminal building as a whole, which may include renovation of the restaurant. However, the decision to keep the restaurant will be based on tenant and user feedback to VTrans and available funding.

4. Comment: Consideration should be given to improving the condition of the door to the large State Hangar. During winter conditions, snow often penetrates the base of the door. The hangar may be better utilized if improved. If minor hangar rehabilitation can be performed, does it make sense to raze the State Hangar given the long-term airport capital investment estimates?

Response: This comment provided to VTrans for consideration. Hangar maintenance is generally the responsibility of the tenant/lease holder. The Airport Layout Plan (ALP) depicts retention of the site for continued hangar use. As the location could accommodate a significantly larger hangar (e.g., 25,000 SF), hangar replacement is also included on the ALP as an option should the existing or future tenant(s) desire to construct a replacement hangar.

5. Question: Why does the Airport Layout Plan not depict a northward extension of Runway 1-19?

Response: Although the previous Airport Layout Plan did depict a northward runway extension, current airport activity and critical aircraft do not justify a runway extension within the 20-year planning period. The previous study included a runway/taxiway/safety area extension over Route 103: the Road would be placed in a tunnel under the runway. Subsequent Master Plan studies, which are generally conducted every 10 years per FAA guidance, may reevaluate the need for a longer runway.

6. Comment: Consideration should be given for rehabilitation of the main aircraft apron.

Response: Rehabilitation of the pavement apron is recommended and included in the Airport Capital Improvement plan (ACIP) in the short-term planning period.

7. Comment: The compass rose located on the main apron should also be rehabilitated and preserved.

Response: The master plan recommends remarking the compass rose in its current location as part of the main apron rehabilitation. Review of the existing compass rose site indicated that sufficient building clearance is provided (i.e., 300'), however, several airfield signs and lights are located within a 150' radius. This is less than ideal per FAA parameters; however, no location on the airfield would avoid that proximity to lights.



Meeting Attendees

Bruce King	VTrans Project Manager
Chris Beitzel	VTrans Airport Operations Manager
Jason Owen	VTrans Project Manager
Paul McDonnell	CHA
Calvin Kuang	CHA
Adam French	CHA (virtual)
Randal Wiedemann	R.A. Wiedemann & Associates [Subconsultant of CHA] (virtual)
Bill Lovett	Aircraft Rescue and Firefighting Chief, Rutland City
Devon Neary	Transportation Planner, Rutland RPC
Gary Joseph	Experimental Aircraft Association
Scott Draper	SD Air Service
Cameron Draper	SD Air Service
Bob Burke	Unknown Attendee (virtual)
Les Carver	Unknown Attendee (virtual)
Andy Shively	VTrans Manager (virtual)
John Carli	FAA Community Planner (virtual)