

# **KRUT Operational Guidelines**

Hyannis Air Service inc. is authorized to operate to/from Rutland, Vermont. Prior to any operations to/from this airport, the operator shall require:

1. All pilots receive initial ground school for KRUT operations
2. All Captains must have initial entry qualification into Rutland, Vt. with a check airman
3. All Captains must have a First Officer for the first ten operations to/from KRUT
4. Captains must receive an annual line check into KRUT in the months of November – January of each year
5. Operation to/from KRUT will be limited to reported wind velocity on the ground in KRUT not to exceed 35 knots, including gusts
6. For all departures with the weather reported less than 3000/3 – Vy climb, full power to 4500 ft – off any runway, and comply with the departure procedure
  - a. Flight crew briefs departure procedure for runway and engine failure on take off return scenarios
  - b. All operations in and out of KRUT at night must be operated under IFR
  - c. Visual approaches at night are not authorized
7. During two pilot operations if KRUT is reporting IFR conditions the Captain must fly the approach

## **The following guidelines apply to conducting the LOC 19 Z approach**

1. Captains must have flown the approach in the last 6 months to be current
2. Captain to display the tailored approach plate from Jeppesen with the "Single Engine Extraction Procedure" note developed for Cape Air
3. Missed approach per KRUT single engine extraction procedure one engine inoperative ( based on APG data)
4. Approach will not be continued into KRUT if engine failure occurs outside FAF and KRUT is reporting IFR conditions
5. If engine failure occurs inside FAF and airport is VFR continue and land
6. If engine failure occurs inside FAF and airport is reporting IFR conditions, execute single extraction procedure and continue to alternate airport
7. Aircraft must be equipped with two operating VHF navigation receivers, an operating ADF receiver and an operating DME receiver
8. All ground based navigation aids for the LOC 19 Z approach must be operational

# Hyannis Air Service Inc.

## **Rutland, VT LOC Z RWY 19 Single Engine Extraction Procedure**

**At anytime inside the FAF and the airport is IFR:**

- execute “engine failure in flight” boxed memory items
- begin climb at Vyse and track localizer to MAP

Thence climb via RUT VOR and outbound on RUT VOR R-221 to 2.5 DME (RUT), then climbing right turn to 5700' via 027 degree bearing to DYO NDB, then via 014 degree bearing from DYO NDB and I-RUT north course to KOPVE Int/ I-RUT 17 DME and hold.

2.5 DME ↑ RUT R-221 111.0	5700 ↘ 027° BRG	DYO ⊙ 221	014° BRG	I-RUT N CRS	KOPVE INT
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Rev. April 24, 2008

**HYANNIS AIR SERVICE. INC.**

**Rutland Ground Training**

This is to certify that \_\_\_\_\_, has  
completed the ground training for operation at the Rutland airport in accordance  
with the Hyannis Air Service Inc., training manual.

Pilot name \_\_\_\_\_

Pilot Sig. \_\_\_\_\_

Date \_\_\_\_\_

Instructor Sig. \_\_\_\_\_