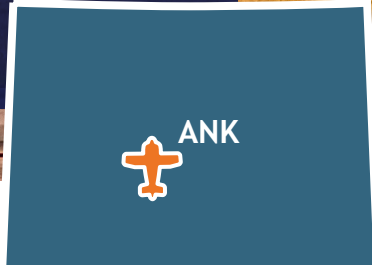
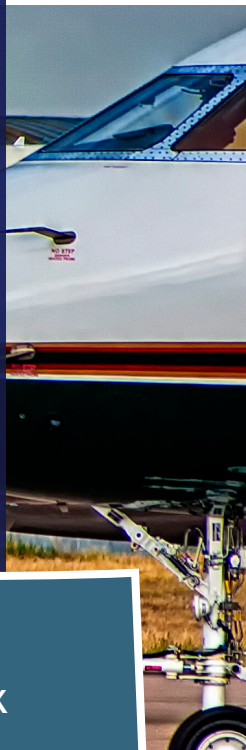


HARRIET ALEXANDER FIELD

Harriet Alexander Field (ANK) is a general aviation airport in central Colorado, located two miles west of Salida. The airport is jointly owned and operated by the City of Salida and Chaffee County. The airport has an asphalt runway (6/24) that is 7,348 feet long by 75 feet wide and a concrete helipad that can accommodate medium-sized helicopters. ANK has grown significantly in recent years and supports a variety of activities including environmental patrols, military training exercises, and business/corporate operations. ANK is a popular destination for recreational fliers visiting Salida, Monarch Ski Area, or the Upper Arkansas River Valley. The airport also supports emergency medical transportation and aerial/wildland firefighting, making it a vital asset for the safety of the community.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Harriet Alexander Field is one of 19 airports in Colorado classified as a GA-Local airport. GA-Local airports are classified as having on-site weather reporting and occasionally supporting IFR flight operations. GA-Local airports are the most common classification of airport and link smaller population centers to the national airport system. Airports in this role are primarily used by piston aircraft for personal and business purposes and frequently accommodate flight training, emergency medical services, and/or charter passenger services.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community










GA-Rural

Frequent Airport Activities

				
Recreational Visitors	Corporate/Business Activities	Military Activities	Air Cargo	Environmental Patrol

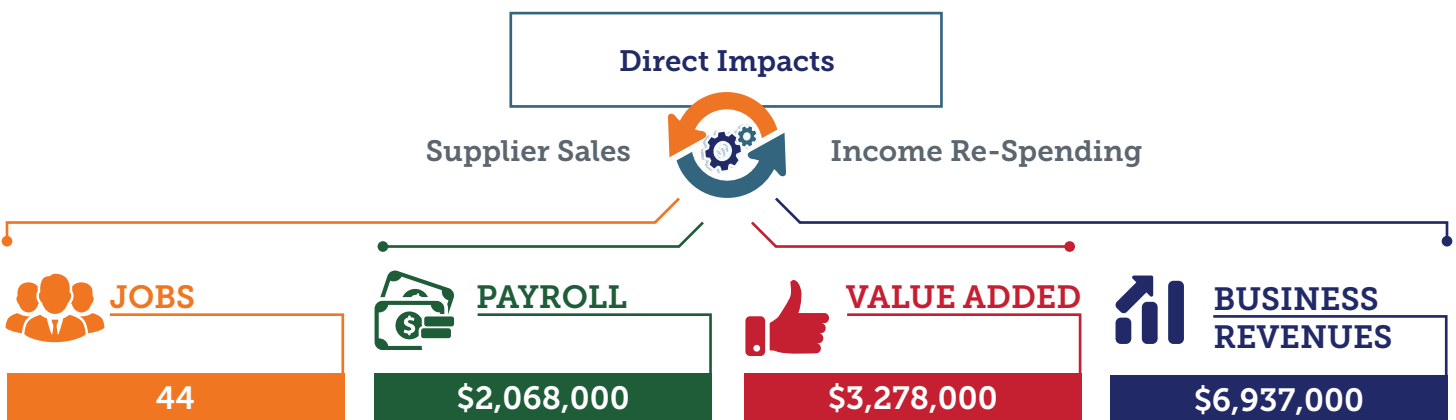
Harriet Alexander Field Features

	Associated City/County	Salida/Chaffee
	Associated OEDIT Region	13 - Upper Arkansas Region
	FAA GA ASSET Classification	Local
	Annual Operations (2018)	4,053
	Number of Based Aircraft (2018)	15
	Runway(s)	1
	Air Traffic Control Tower	No

ANK

Economic Impacts of ANK

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Harriet Alexander Field is one of 56 general aviation airports contributing to the state’s aviation economic impacts. The components that comprise the total economic impacts for ANK are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of ANK and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

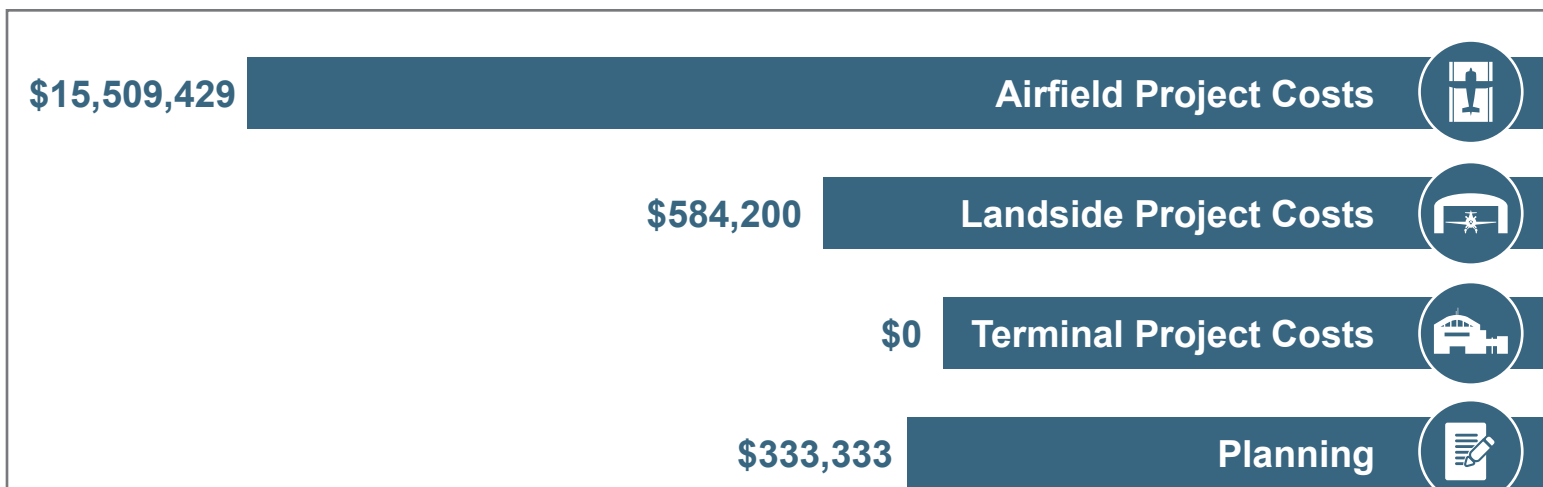
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Harriet Alexander Field to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

ANK has served several critical missions throughout its history and most recently was important to Salida’s safety during the 2019 Decker Fire. ANK was used as a staging base for aerial/wildland firefighting crews and aircraft as it provided rapid and direct access to the fire. For nearly two months, multiple tanker helicopters and fixed-wing aircraft operated from ANK working to contain the fire that burned less than two miles from the town. After a snowstorm put the fire out in the fall, firefighting commanders cited the airport as a vital resource to the firefighting effort.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Harriet Alexander Field. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	GA-Local Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	B-II	B-II	Yes
Runway Length	Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month	7,351 feet (9,100 feet)	No
Runway Width	75 feet	75 feet	Yes
Runway Strength	30,000 pounds	30,000 lbs SW; 60,000 lbs DW	Yes
Taxiway	Partial parallel	Partial parallel	Yes
Runway Markings	Non-precision	Visual	No
Lighting/NAVAIDS			
Approach	Non-precision	Visual	No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, VGSIs	No
Runway Lighting	MIRL	MIRL	Yes
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	AWOS-3	Yes
Airport Facilities			
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	Facility with restrooms, flight planning space, Wi-Fi, and rest area	Yes
Apron Tie-Downs	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	50% of based aircraft fleet plus 25% transient aircraft fleet: 23	Total tie-down spaces: 23 Yes
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet: 21	Number of based aircraft hangar spaces: 28
		25% of transient aircraft fleet: 2	Number of transient aircraft hangar spaces: 1
Dedicated Maintenance/SRE Storage Building	Yes	Yes	Yes
Electric Vehicle Charging Stations	Yes	No	No
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage	Yes
Services/Other			
Jet A Fuel	24/7 (Self-Serve or Call Out)	24/7 (Self-Serve or Call Out)	Yes
AvGas Fuel	24/7 (Self-Serve or Call-Out)	24/7 (Self-Serve or Call Out)	Yes
Aircraft De-icing	Based on community need	None	Based on community need
Courtesy Car	Yes	Yes	Yes
Sustainability Plan	Based on community need	No	Based on community need
Minimums for All Airports			
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓	Wi-Fi Service ✓

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