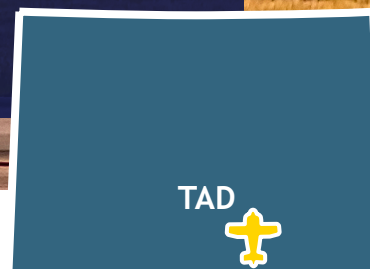
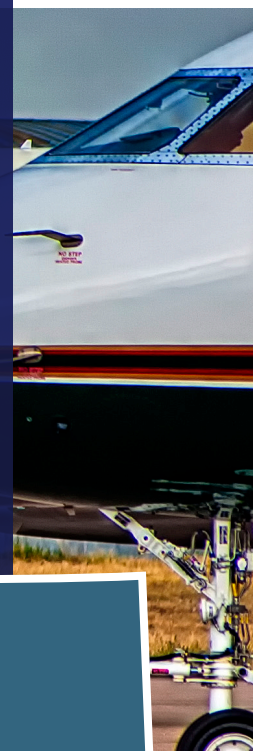


PERRY STOKES

Perry Stokes Airport (TAD) is a general aviation airport in southern Colorado located 10 miles northeast of Trinidad. The airport is owned and operated by Las Animas County. TAD has one asphalt runway (3/21) and one turf runway that both measure 5,500 in length by 100 feet in width. Runway 3/21 is equipped with a non-precision instrument approach. TAD supports a variety of activities including aerial surveying, real estate tours, aerial advertising, and military training exercises. TAD receives recreational and business aircraft visiting the area and serves as a weather alternate for other airports in New Mexico and Colorado.



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.

Perry Stokes Airport is one of 16 airports in Colorado classified as a GA-Community airport. GA-Community airports are defined as being publicly-owned and having at least 10 based aircraft or being located 30 miles from the nearest NPIAS airport. Additionally, these facilities can support Native American communities and/or are used by federal government agencies. GA-Community airports often support quality-of-life activities such as emergency services and medical transport and can provide economic benefits to surrounding areas.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors



Traffic/News Reporting



Military Activities



Search and Rescue

Aerial Photography/
Surveys

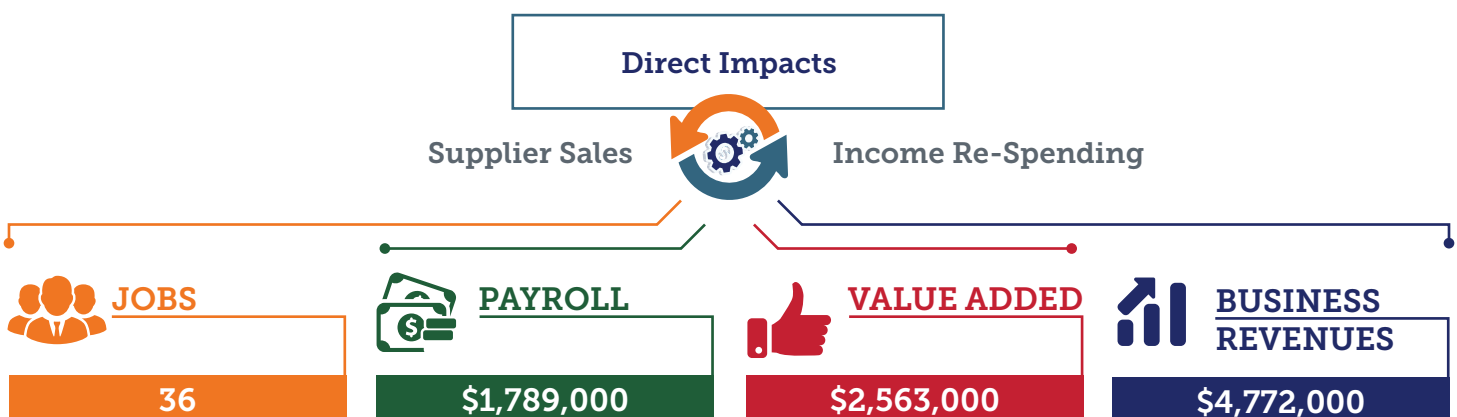
Perry Stokes Features

	Associated City/County	Trinidad/Las Animas
	Associated OEDIT Region	14 - Raton Basin Region
	FAA GA ASSET Classification	Basic
	Annual Operations (2018)	5,880
	Number of Based Aircraft (2018)	1
	Runway(s)	2
	Air Traffic Control Tower	No

TAD

Economic Impacts of TAD

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

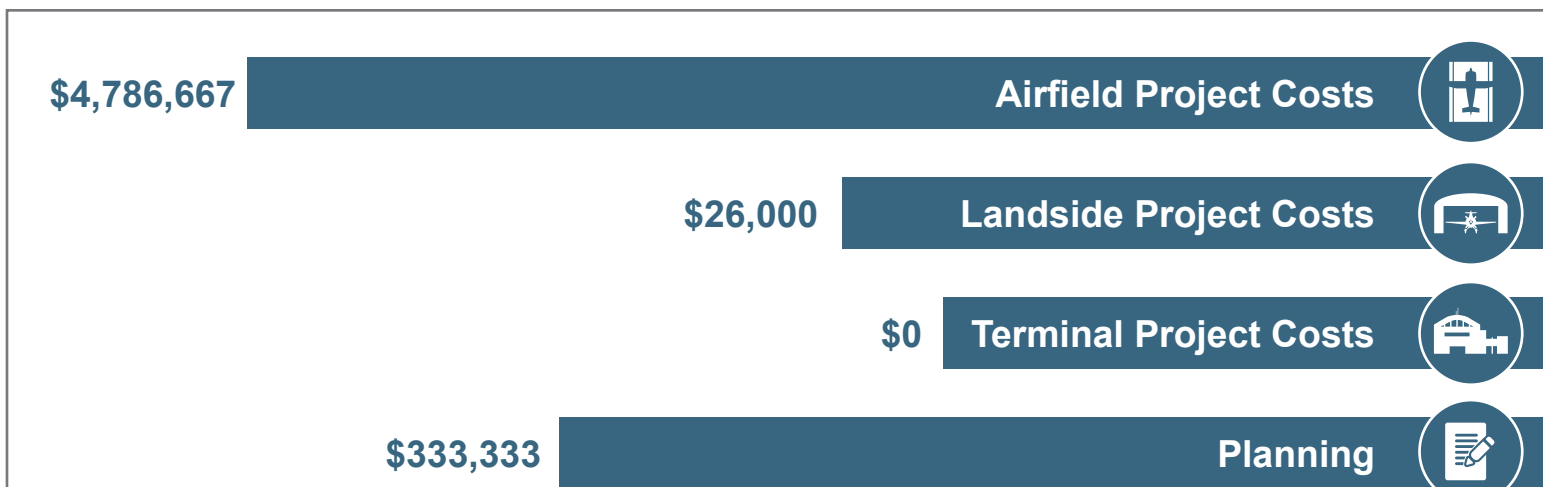
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 Perry Stokes 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?

TAD has a rich history that extends back to the 1930s when the airport was built under the Works Progress Administration. The airport was originally owned by the City of Trinidad until the mid-1940s when the City and Las Animas County swapped ownership of the city park and the airport. TAD also received scheduled Douglas DC-3 flights from Continental Airlines between 1949-1957.

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 Perry Stokes. 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-Community Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	B-I	B-II				Yes
Runway Length	Accommodate 95% small aircraft adjusted for elevation and mean maximum daily temp during hottest month	5,500 feet (7,000 feet)				No
Runway Width	60 feet	75 feet				Yes
Runway Strength	12,500 pounds	37,000 lbs SW; 50,000 lbs DW				Yes
Taxiway	Turn-arounds	Turn-arounds				Yes
Runway Markings	Non-precision	Non-precision				Yes
Lighting/NAVAIDS						
Approach	Non-precision	Non-precision				Yes
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	MIRL	HIRL				Yes
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	ASOS				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 60% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	60% of based aircraft fleet plus 25% transient aircraft fleet:	14	Total tie-down spaces:	10	No
Hangars	Hangars for 40% of based aircraft fleet	40% of based aircraft fleet:	8	Number of based aircraft hangar spaces:	22	Yes
Dedicated Maintenance/SRE Storage Building	Based on community need	No				Based on community need
Electric Vehicle Charging Stations	Based on community need	No				Based on community need
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage				Yes
Services/Other						
Jet A Fuel	Based on community need	24/7 (Self-Serve or Call Out)				Based on community need
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	No				No
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 ✓