5.01 OVERVIEW

The Air Force Academy’s (AFA) core mission is to “educate, train, and inspire men and women to become officers of character, motivated to lead the United States Air Force in service to our nation.”

Newly commissioned second lieutenants celebrate at the end of the Air Force Academy's Class of 2015 graduation ceremony. (Photo by U.S. Air Force)
Table 5.1

AIR FORCE ACADEMY COMPATIBILITY ISSUES

**KEY ISSUES:**

1. **Land Use Regulations** – Ongoing issues created by incompatible development adjacent to the Air Force Academy are not addressed in land use regulations.
2. **Noise and Vibration** – Aircraft noise from the Air Force Academy flight training is a major concern for nearby residents.
3. **Transportation** – A designated alternative route for the New Santa Fe Trail does not exist for when the trail is closed due to security threats, flood damage, or maintenance.
4. **Stormwater** – Numerous regional stormwater projects within the Monument Creek watershed would occur within drainages that impact the Air Force Academy.
5. **Airspace** – Regional changes to airspace and the development of wind turbines has affected the Air Force Academy flight training and flight patterns.
6. **Wildfire** – Wildfires on and near the Air Force Academy have the potential to disrupt training exercises.

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<th>Issue</th>
<th>AIR FORCE ACADEMY</th>
<th>FORT CARSON</th>
<th>PETERSON AFB</th>
<th>CHEYENNE MOUNTAIN AFS</th>
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*Note: x indicates issue studied related to this installation.*
Figure 5.2
AIR FORCE ACADEMY MAP

Legend
- Air Force Academy
- 2 Mile Plan Notification Area
- Air Force Academy Gates
- Cities and Towns
- Highways
- Local Roads
- Railroads

Data Source: PPACG
AIR FORCE ACADEMY MISSION AND OPERATIONAL FOOTPRINT
The Air Force Academy was established to prepare future officers for service in the Air Force. Inherent in the name is a focus on flight that requires cadets to spend a significant number of hours learning how to pilot an airplane. National defense priorities have created a need for more pilots than are currently in the Air Force in order to meet these objectives. Without the ability to conduct flight training at the Air Force Academy, this would have negative consequence nationally and locally. The cessation of airfield operations would mean lost jobs and income to the community; but also greatly impact the Air Force Academy’s mission and growing flight operation requirements of the Department of Defense in alignment with the 2018 National Defense Strategy.

The operational footprint associated with these training activities includes use of public and military airspace over public and private lands, use of transportation networks, and public utility infrastructure. Actions associated with development off of the installation have created stormwater flows into the installation that negatively impact on-base training activities by affecting roads, bridges, and environmental conditions.

Colorado House Bill 10-1205 created requirements (C.R.S. 29-20-105.6) for local governments to “provide to the installation commanding officer and the flying mission commanding officer, or their designees, information relating to proposed zoning changes, and amendments to the local government’s comprehensive plan, or land development regulations that, if approved, would affect the use of any area within two miles of the military installation.”

For more information about the Air Force Academy, visit www.usafa.af.mil.

5.02 COMPATIBILITY ISSUES

This chapter discusses the relationships among compatibility issues, mission operations, community stakeholders, and current actions to provide background for the strategies listed in Chapter 10, Implementation Strategies.

The Air Force Academy, when it was founded, was located far away from communities in order to reduce potential compatibility issues. The last twenty years of growth that occurred near the installation resulted in incompatible zoning adjacent to flight training and field training areas as well as stormwater issues from upstream development.

Although there are existing compatibility issues as noted in this study, it is also important to recognize that there has been effective coordination and communication between the Air Force Academy and community partners on many issues such as fire mitigation, emergency response, and utilities. Some of these partnerships include but are not limited to the U.S. Fish and Wildlife Service, U.S. Forest Service, and Colorado Springs Fire Department.

In recent years, several factors necessitated flight patterns changes for Air Force Academy cadet flight training operations over residential areas (approximate flight training routes are shown in Figure 5.3). The FAA changed the regional airspace configuration due to increased airspace use by Denver International Airport (DIA), Centennial Airport, and Colorado Springs Airport. This resulted in adjustments to Air Force Academy flight training routes in northern El Paso County and northern Colorado Springs. Residents living in these areas began to experience the effects of these new civilian and military flight patterns and contacted the Office of U.S. Representative Doug Lamborn regarding noise and safety concerns. In response, the Air Force Academy began to engage citizens in 2015 pursuant to these concerns through a series of public meetings and outreach efforts including
inviting concerned residents to the airfield to describe the details of flight training operations. As part of the JLUS process, the Air Force Academy Flight Training Working Group met in 2016 and concluded in 2017 to continue discussions. This will be an ongoing issue after this study is complete.

**REGIONAL COORDINATION**

Please see Chapter 4, Regional Compatibility, for a complete discussion.

**BUILT ENVIRONMENT AND MILITARY READINESS**

**Land Use Regulations**

The Air Force Academy has experienced significant encroachment over the past three decades due to Colorado Springs growing north from North Academy Boulevard and the Town of Monument growing south from State Highway 105. Former rural agricultural land in El Paso County annexed by Colorado Springs east of Interstate 25 has been developed primarily as residential, with some commercial and light industrial uses. Land has been converted to high-rise zoning directly under low, established flight patterns, along with conversion of commercial and industrial land uses to residential land uses adjacent to flight training. A corresponding reduction in adequate open space in these areas is both a public safety concern and a training concern.

Figure 5.12, Air Force Academy-Area Growth Map, shows the population growth around the Air Force Academy since the first military installations were established in the area in the 1940s in preparation for World War II.

Regional growth has impacted flight training more than any other Air Force Academy mission, and continued incompatible zoning such as high-rise commercial may create such a risk to flight training that this program could cease operating.

The study reviewed land use and other operational documents related to land use outside the Air Force Academy, local jurisdictions, and entities that may impact land use or the installation mission. Air Force installations with a flight component, such as the Air Force Academy, are required by the Department of Defense to develop an Air Installation Compatible Use Zone (AICUZ) Program to protect the health, safety and welfare of the public and installation personnel from noise and hazards through compatible development in the airport environment. The program was instituted to address the problem of land development surrounding military air installations. It provides for the development and implementation of a plan to determine those land areas for which development should be significantly influenced by the operation of the airfield. These land areas are then designated as the AICUZ for that installation. On the civilian side, local jurisdictions are included in this process since they have regulatory authority over these lands adjacent to the installation. Therefore, it is critical for the installation and local jurisdictions to collaborate on developing the AICUZ with the idea that land use regulations will be responsive to airfield operational needs. Local decision-makers play a role in evaluating how regulations can support these common goals.

The AICUZ Study for the Air Force Academy, completed in 2005, was found to be the most relevant document since it is a collective effort by the Air Force Academy and surrounding communities that defined potential issues, strategies, and ways to preserve installation mission and operations. The Colorado Springs Regional JLUS recognizes that some components of the AICUZ are now outdated, and planners from local jurisdictions should participate in future AICUZ updates and support those recommendations to sustain the mission. Nevertheless, some AICUZ recommendations were useful in informing JLUS strategies.

Internal to the installation, an Installation Complex Encroachment Management Action Plan (ICEMAP) was completed in 2015 and identified actions the installation could take to address specific
encroachment issues. This plan was also useful in informing the JLUS process.

While one of the airstrips is no longer used for flight training, Section 4.2, page 4-4 of the 2005 AICUZ is important context to understand current recommendations for addressing encroachment:

“The main land use concern is the potential for certain areas in the vicinity of the Air Force Academy to experience a high volume of overflights, especially in the safety zones (clear zones [CZs] and accident potential zones [APZs]) and the areas under the flight tracks. The Academy has recommended that the City of Colorado Springs, El Paso County, and the Town of Monument planning departments develop a means of notifying landowners in certain areas near the Air Force Academy that they live in areas that may experience numerous overflights.” In addition, the AICUZ study provided recommended land use guidelines.

Air Force Academy leadership and community partners collaborated on the AICUZ in 2005. While the community may have completed some actions during the intervening years, the current assessment is that more needs to be done to prevent encroachment on the Air Force Academy’s mission, specifically for flight training. It is imperative that all respective leaders, land use professionals, and stakeholders begin to implement the work that began more than a decade ago.

Figure 5.4, Land Use Map, and Figure 5.5, Air Accident Potential Zones, shows generalized land use with the locations of Air Force Academy flight routes and APZs, respectively. Indicated flight routes do not necessarily reflect actual flight patterns as they may differ or vary to account for real-world conditions, such as weather, winds, or other factors.

Figure 5.6, Windfarm Locations, shows the Golden West Windfarm that has been built beneath Air Force Academy flight training areas. In 2015, El Paso County received an application for the Golden West Wind Energy Project operated by NextEra Energy.

The application was referred to the Air Force Academy for comment in accordance with state statutes. Due to a variety of compounding factors, the wind energy project location created a potential safety issue since turbines were located on land below airspace used for training that were being reconfigured by central Air Force at the same time.

Due to mission safety needs, these training areas are now utilized as a last resort due to the location of the turbines since they create undesirable conditions should a pilot need to eject or conduct emergency landing.

Many training activities take place in the Jacks Valley training complex within wooded areas along the northern portion of the Air Force Academy. The firing range is also within Jacks Valley. Should future residential development occur along the northern boundary, noise associated with these training activities could be audible to residents.

To reduce impacts where Air Force Academy operations occur over or near existing and future development, it is important to provide accessible information about training operations to the public to help current and future residents understand what they may experience in their neighborhood. Including this information into planning entitlement documents and real estate transactions can help to address the ongoing issues created by development adjacent to Air Force Academy training areas (such as Jack’s Valley) and its airfield. This study recommends educating businesses and residents about the regular activities that occur adjacent to this installation due to the core mission of cadet training. Stakeholders should continue to identify ways to plan for development so that it can occur without creating a public safety issue or precluding operations. Development plans that include open lands such as parks and open space can provide unobstructed areas in case a flight instructor and cadet face a situation that requires execution of an emergency landing of an aircraft.

Developing more robust land use tools near the Air Force Academy, similar to the airfield overlay zoning
already in place near the Colorado Springs Airport, can also limit negative impacts from future development on training missions.

Ongoing coordination among military officials, local jurisdictions, utility service providers, and transportation officials inside and outside of the development review process will also be essential to preserving and sustaining current and future Air Force Academy missions.

Open space, conservation, and wildlife professionals can partner with the installation to address habitat and biologic issues through land conservation. Creating buffers between installation operations and developed areas can also create and preserve open space within the community as a public amenity.

Buffering could be utilized to support the important training activities in the Jack's Valley area by preserving open space along the northern boundary. The Department of Defense has a program called the Readiness and Environmental Protection Integration (REPI) Program.

According to the website of for this program (REPI.mil; see Appendix C):

“The REPI Program is a key tool for combating encroachment that can limit or restrict military training, testing, and operations. This protects these military missions by helping remove or avoid land-use conflicts near installations and addressing regulatory restrictions that inhibit military activities.”

It is likely that should development occur along the northern boundary of the Air Force Academy, residents would hear noise from weapons training and other ground-based training activities at various hours of day and night that could impact these residents. It is important for local jurisdictions, conservation stakeholders, and the Air Force Academy to look at ways of utilizing this tool to create a mutually beneficial outcome in this area.
Figure 5.3
NON-POWERED FLIGHTS
Figure 5.4
AIR FORCE ACADEMY LAND USE MAP

Data Source: AFA, PPACG, El Paso County Planning, City of Colorado Springs Planning, Town of Monument Planning

PUD: planned unit development
Figure 5.5
AIR FORCE ACADEMY AIR ACCIDENT POTENTIAL ZONES

Legend
- Air Force Academy
- 2 Mile Plan Notification Area
- Air Force Academy Gates
- Cities and Towns
- Highways
- Local Roads
- Railroads

Air Accident Zone Areas:
- Clear Zone
- Accident Potential Zone I
- Accident Potential Zone II

Data Source: AFA, PPACG
Figure 5.6
WINDFARM LOCATIONS

Data Source: PPACG
Noise and Vibration
To assist the Air Force Academy Flight Training Working Group with strategy development in response to ongoing resident concerns related to aircraft noise, Blue Ridge Research and Consulting (BRRC) was hired as an independent consultant to collect data and perform sound analyses. Findings of the sound study include:

- In most instances, overflights were not as loud as other observed sounds, such as lawnmowers, vehicular traffic, wind, and construction activities.
- Some sites experienced frequent overflights.
- Low ambient noise within some residential areas (45 to 50 decibels) can create a situation where an overflight can seem loud for a resident experiencing it.
- Not all overflights could be attributed to the Air Force Academy training activities.

Transportation
Neighboring communities, transportation users, and the Air Force Academy share numerous transportation pathways. Three major routes cross from north to south through the eastern portion of the Air Force Academy property, including the non-motorized New Santa Fe Trail (see page 52 for more discussion), an 8-mile portion of Interstate 25, and the rail corridor shown on Figure 5.7, owned and operated by Burlington Northern Santa Fe (BNSF) Railroad. The BNSF railroad that passes through the Air Force Academy was operating prior to the establishment of the installation.

Monument, Colorado Springs, and El Paso County all have guiding documents on multimodal connectivity in this area, and occasionally update plans to accommodate new conditions and development. This complexity of entities involved with this transportation network produces an ongoing need for collaboration to balance the needs of the Air Force Academy’s mission and the needs of public and private users of these corridors.

The Air Force Academy regularly hosts public events that generate traffic on transportation corridors that lead to the installation including sporting events, concerts, graduation, and D-20 schools on the installation. The Air Force Academy is one of the most visited tourist attractions in the state so adequate roadway capacity is an important issue that requires ongoing coordination with transportation planners from CDOT, El Paso County, and the City of Colorado Springs. The existing Visitor’s Center is a 31,600-square-foot building located on campus. A new mixed-use visitors center development is planned as a public-private partnership project near the North Gate west of the North Gate Boulevard exit on I-25. The proposed development will include hotels, offices, and a “Santa Fe Trailhead Center.” During this process, citizens, school officials, and neighboring property owners such as the Western Museum of Mining and Industry expressed concerns about the potential traffic demand on existing roadway networks, pedestrian and bicycle safety, and future configuration of transportation infrastructure associated with this development.

Recommendations associated with Strategy 2.4 in Chapter 10 should be referenced with regard to this issue.

PPACG’s small-area forecast data was used to show where future growth may occur to inform transportation planning processes, as shown in Figure 5.8, Air Force Academy Small-Area Jobs Forecast, and Figure 5.9, Air Force Academy Small-Area Residential Unit Forecast. The maps reflect the forecasted changes in jobs and residential units, respectively, based on state forecasted population growth for the region. Both maps indicate that growth is likely to continue in this area.
Figure 5.7
BNSF RAILROAD

Legend
- Air Force Academy
- 2 Mile Plan Notification Area
- Air Force Academy Gates
- Cities and Towns
- Highways
- Local Roads
- Railroads

Data Source: AFA, PPACG
Figure 5.8
AIR FORCE ACADEMY SMALL-AREA JOBS FORECAST

Legend
- Air Force Academy
- Highways
- 2 Mile Plan Notification Area
- Local Roads
- Air Force Academy Gates
- Railroads

Small Area Forecast Jobs:
- Job Loss - 2015-2045
- Job Gain - 2015-2045
- Job No Change - 2015-2045

Data Source: PPACG, AFA
Figure 5.9
AIR FORCE ACADEMY SMALL-AREA RESIDENTIAL UNIT FORECAST

Legend
Air Force Academy
Highways
2 Mile Plan Notification Area
Local Roads
Air Force Academy Gates
Railroads

Data Source: PPACG, Air Force Academy

2018 Colorado Springs Regional Joint Land Use Study
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Trails and Open Space

The New Santa Fe Trail Working Group met on October 4, 2016, and October 27, 2016, to discuss issues relating to the trail, which runs north to south along the eastern portion of the Air Force Academy. These included keeping the trail open; the future of the trail; communication among stakeholders, the Air Force Academy, and trail users; the potential for use of other trails and open space corridors; and security procedures and concerns on and around the Air Force Academy. A recent yearlong trail closure due to security concerns and stormwater damage prompted stakeholders to work together to identify strategies to improve nonmotorized transportation through this corridor.

Public input gathered throughout the JLUS process indicated two top priorities for the trail:

1. Establishing safe and optimal alternative on-street and off-street routes, including a route with a natural character like the existing New Santa Fe Trail.
2. Trail sustainability (maintenance and improvements) and security for the installation and users.

Trail Alternatives

When the New Santa Fe Trail is closed due to security threats, flood damage, or maintenance, a designated alternative route (or routes) is needed. Local plans have identified potential routes, and some work has been done to create new routes along existing roadways. The alternative route could also accommodate trail users who live east of Interstate 25 and prefer not to use the New Santa Fe Trail. Alternative routes could be established using public-private partnerships with developers to create new neighborhood and office amenities while connecting to the larger surrounding trail system. To accomplish this goal, locations need to be identified and coordinated between all stakeholders involved with this strategy, and then costs and funding opportunities (federal, Great Outdoors Colorado [GOCO], etc.) can be identified.
Rerouting the southern portion of the New Santa Fe Trail is the highest priority. This alternative would divert trail users off the southern half of the Air Force Academy using the existing La Foret Trail underpass and existing open space to the east of Interstate 25.

1. Short-term: Identify a preferred alternative trail route using existing routes identified in plans such as the Non-Motorized Plan.
3. Long-term: Create an alternative trail through public and private open space on the east side of Interstate 25.

Maintenance
While the Air Force Academy is not responsible for maintenance of the New Santa Fe Trail, it plays a key role in coordinating with the community maintenance and improvement efforts. Through community partnership efforts, maintenance problems can be identified and funding sources secured among community stakeholders. One potential component of this partnership could include a “friends of the trail” group to help with regular trail maintenance and clean up. The Air Force Academy and partner governments will need to coordinate on access and scheduling when maintenance activities occur.

Communication
Trail users experience challenges getting information about trail closures (planned or unplanned). One solution could be an integrated system using a central online trail information center (potentially a website run by PPAGC or a dedicated regional trails website) and a smartphone app. Signage can also provide information on alternative routes and use variable message boards.

For some of the online tools, there may be an opportunity to collaborate with a private entity or public educational institution like University of Colorado at Colorado Springs. There are existing open-source software tools where information could be posted within an existing trail application.

Stormwater
The 2016 Monument Creek Watershed Restoration Master Plan supports a collaborative and regional approach to addressing stormwater issues by prioritizing projects within the Monument Creek watershed. A large portion of these projects would occur within drainages that impact the Air Force Academy. Strategies from this plan were adapted to fit within the context of the JLUS as follows:

1. Community stakeholders should continue to use the Monument Creek Watershed Restoration Master Plan to coordinate stormwater efforts across the watershed and ensure funding is allocated within annual budgets. Project priorities can be adjusted as work is completed in the watershed.
2. Stabilize the creek and floodplain to reduce erosion and sediment transport using the projects and techniques identified within the Monument Creek Watershed Restoration Master Plan.
3. Naturally filter runoff to improve water quality in the creek, improve existing wetlands, and create new wetlands in the floodplain.
4. Establish performance criteria that can be applied to the design of future detention, stabilization, habitat restoration, and sediment-reduction projects in Monument Creek.
5. Stabilize eroding banks along Monument Creek that contribute large quantities of sediment downstream.
6. Restore, enhance, and conserve riparian vegetation to help stabilize Monument Creek and the floodplain.
7. Through development of new stormwater management and land use regulations, encourage stormwater management standards and techniques to reduce runoff, peak flows, and runoff volumes that result from development within the watershed.

Figure 5.10, Water Basins Near the Air Force Academy, shows the installation’s location in the...
middle of the Fountain Creek Basin within the Monument Creek Watershed. The majority of stormwater within this basin flows across the installation property.

**Habitat Conservation**

Sections of Monument Creek and its tributaries include riparian habitat with populations of the Preble’s meadow jumping mouse, which is listed as a threatened species. The Monument Creek Watershed Restoration Master Plan was created to identify critical projects to reduce damage and help protect Preble’s meadow jumping mouse habitat. As shown in Figure 5.11, Conservation Areas, Preble’s meadow jumping mouse habitat is common along the waterways within and outside of the installation within the Monument Creek watershed.

The Air Force and U.S. Fish and Wildlife Service (USFWS) have funded past projects to mitigate damage to riparian ecosystems from stormwater flows and related erosion with some success. However, there are limitations on how effective stormwater and habitat rehabilitation projects can be without collaboration with developers and community partners for projects outside the installation boundary. Coordination has been increasing in the last few years.
Figure 5.10
WATER BASINS NEAR THE AIR FORCE ACADEMY

Legend
- Air Force Academy
- 2 Mile Plan Notification Area
- Air Force Academy Gates
- Sub-Basins
- Streams
- Cities and Towns
- Highways
- Local Roads
- Railroads

Data Source: PPACG, State of Colorado
Figure 5.11
CONSERVATION AREAS

Data Source: PPACG
Air Force Academy

Airspace
Many military and civilian pilots use the airspace over the study area, particularly around the Air Force Academy. Frequently, citizens attribute all flight around the installation to the Air Force Academy; however, other military missions use the airspace, and private pilots cross through the airspace on nontraining days.

This study covers only the aspects of flight training that arose in relation to encroachment. Complete overviews and greater detail on specific aspects of flight training are available on the Air Force Academy’s website under the “About Us>Flight Operations” section at the time of this study’s completion. The FAQ page is a useful online tool for citizens and community stakeholders.

Changes to airspace configuration due to increased civilian air traffic forced flight paths to be altered in 2013. Complaints and feedback from residents related to these flight pattern changes generated a series of public meetings in 2014 and 2015 to hear concerns and provide information about flight training operations. As part of this JLUS process, the Air Force Academy Flight Training Working Group was created in early 2016 and met 12 times over 14 months to continue this process, with an emphasis on developing recommendations to address concerns. This group included four Air Force Academy representatives, six residents, and representatives from El Paso County Planning and Community Development, City of Colorado Springs Planning and Development, Town of Monument Planning Department, Colorado Springs Chamber and EDC, Pikes Peak Association of Realtors, Colorado Springs Homebuilders Association, and developer’s representatives from Classic Homes and La Plata. All stakeholders recognized that flight safety is the top priority, though noise was an equally important concern for the working group, particularly for residents (see Appendix C for more details on the Air Force Academy Flight Training Working Group and work for this group produced as the Sound Study in Appendix E).

The Air Force Academy conducts cadet training for Unmanned Aerial Systems (UAS), commonly known as drones. All of this training takes place within airspace above the Academy and does not extend over civilian airspace. However, civilian use of drones could potentially involve accidental or intentional flight and encroachment into Air Force Academy airspace. The Regional Airspace Working Group (see Appendix C) conducted extensive discussion on the potential impacts of private and commercial drone use on military operations.

During the course of this study, the FAA created restrictions over installation airspace to protect military operations and authorize installations to intercept unauthorized drones. In order to sustain the UAS training at the Air Force Academy, civilian and military airspace professionals will need to collaborate to resolve airspace conflicts related to this issue.

Based on these meetings, strategies were developed; see Chapter 10 for details.
Figure 5.12
AIR FORCE ACADEMY-AREA GROWTH MAP

Data Source: Pikes Peak Regional Building Department, PPACG
NATURAL RESOURCE FACTORS

Wildfire
Past wildfires on and near the Air Force Academy have disrupted training exercises and resulted in the closure and evacuation of residents and employees. The Air Force Wildland Fire Center (AFWFC), part of the Air Force Civil Engineer Center Environmental Directorate, was established in July 2012 to manage increasing wildland fire threats to Air Force missions. The AFWFC is a collaborative operation with the U.S. Fish and Wildlife Service and the U.S. Forest Service to focus on fire threats using risk-based data and maximizing shared resources. The AFWFC utilizes the vision, national goals, and guiding principles of the National Cohesive Wildland Fire Management Strategy.

The headquarters office at Eglin AFB, Florida, provides national oversight, operational risk management, policy development, corporate program management, interagency agreements, and centralized wildfire management on Air Force lands.

Three regional and one overseas offices will be established at Vandenberg AFB, California, Peterson AFB, Colorado, Eglin AFB, Florida, and Joint Base Elmendorf-Richardson, Alaska (overseas program). Twelve wildland support teams are being established which will report to the regional offices. These teams will be trained and equipped to handle wildland fire response and management either on a seasonal or full-time basis.

National Wildfire Coordinating Group (NWCG) qualified firefighters located within installation fire and emergency services and natural resources organizations will lend additional support, and will be provided with training, support, certifications tracking and other services from the AFWFC.

The Natural Resources offices and Fire and Emergency Services work together to reduce the fire threat by working with Air Force Academy residents to reduce fuels next to homes and structures and educate residents about fire safety and preparation.

Public input from some property owners near the installation boundary reflected concerns about mitigating wildfire risk from vegetation such as areas along the right-of-way for I-25 and Smith Creek. It is important for neighboring property owners to relay these concerns to the Air Force Academy fire officials to discuss how these ongoing concerns can be addressed.
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