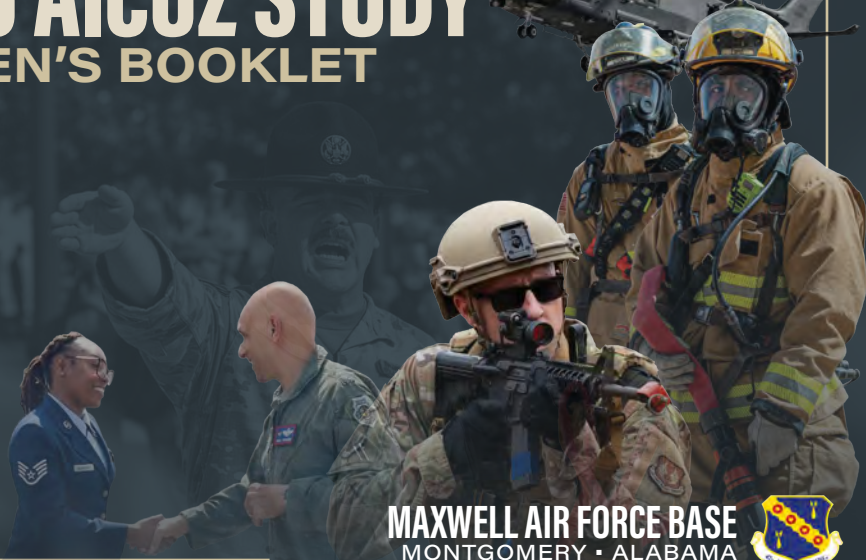


2026 AICUZ STUDY

CITIZEN'S BOOKLET



MAXWELL AIR FORCE BASE
MONTGOMERY • ALABAMA



Air Installations Compatible Use Zones Program

The Department of Defense's (DoD's) Air Installations Compatible Use Zones (AICUZ) Program balances the needs of military air operations with community concerns. The Air Force's policy focuses on promoting public health, safety, and general welfare in areas surrounding air installations. It also seeks development that is compatible with the defense flying mission.



History and Mission

Maxwell AFB is named after 2Lt William C. Maxwell. The installation was first established as a civilian flight school by the Wright brothers in 1910. The site was near a railroad and had advantageous flying conditions because of the mild weather and open terrain. During World War I, the airfield became an aviation repair depot. The US Army leased the depot's land during the war and eventually purchased it in 1920. In November of 1922, the depot was officially designated as Maxwell Field.

In the 1930s, the installation became the headquarters of the Air Corps Tactical School. During World War II, the base expanded significantly. It was used as a training base for aircrew members throughout the war and was turned into a pilot-training center, known as the Southeast Air Corps Training Center. This center conducted flying training for pilots stationed in the Eastern US.

In 1977, the airfield was officially renamed Maxwell Air Force Base. Since then, the 42d Air Base Wing (ABW) has become the host wing of the installation and has played many roles in training airmen. While the base has been home to many organizations and has continued to evolve, the installation's mission is centered now around education, training, and leadership development.

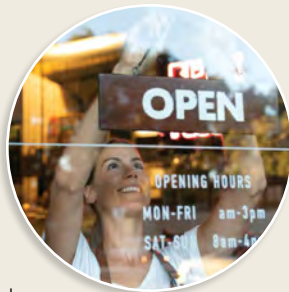


Maxwell AFB is home to the 42d ABW, Air University, and several other units. These programs ensure that airmen are trained and ready to deploy.

Economic Impacts

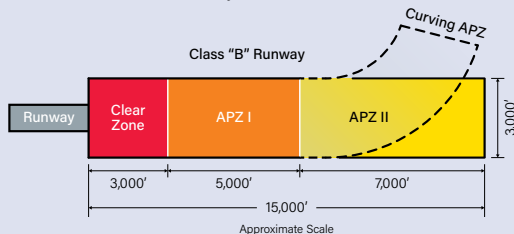
Maxwell AFB is the largest employer in the region and boasts an annual federal payroll of \$1.2 billion and annual expenditures of over \$400 million. Maxwell AFB annually generates approximately \$546 million in jobs, with a total of \$2.274 billion in annual economic impact. That makes the base's economic footprint enormously important for both the region and state. The military provides direct, indirect, and induced economic benefits to local communities through jobs and wages.

The economic impact of a military installation is based on annual payroll (jobs and salaries), annual expenditures, and the estimated annual dollar value of the jobs created. Based on the 2023 Economic Impact Statement from Maxwell AFB, there are 13,283 total personnel within Maxwell AFB, including over 6,600 military personnel, over 3,200 military dependents, and approximately 3,395 civilians.

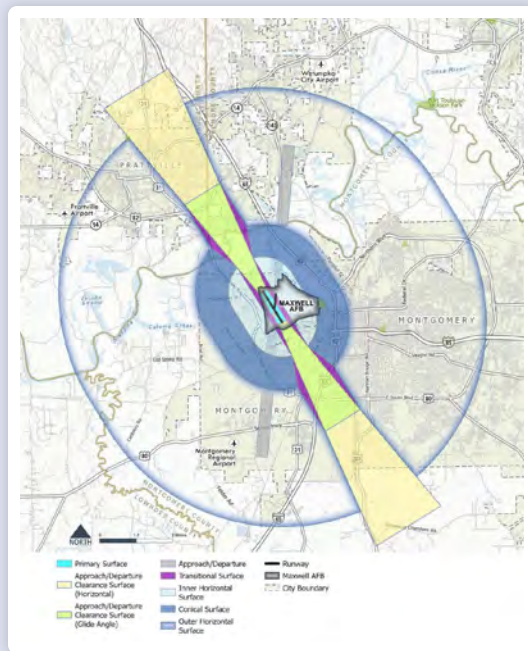


Noise, Clear Zones and Accident Potential Zones

Under the AICUZ Program, the DoD provides noise zones to define aircraft noise exposure, using the Day-Night Average Sound Level (DNL). The DNL metric is based on the number of average daily aircraft operations over a 24-hour period. The DoD provides Clear Zones (CZs) and Accident Potential Zones (APZs) for military airfields as land use planning tools for local agencies. CZs and APZs define the areas where an aircraft accident is likely to occur.



**Imaginary Surfaces and
Transition Planes**
Maxwell AFB





Compatible Development

The AICUZ Program includes guidelines for land use compatibility within noise zones, CZs, and APZs. In general, these guidelines recommend that noise-sensitive land uses be placed outside of high noise zones and that people-intensive uses not be placed within APZs. Land development should be compatible with noise zones, CZs and APZs near military airfields. At Maxwell AFB, the aircraft noise zones, CZs and APZs extend off-base—most notably to the northwest and southeast sides of the installation.

The existing land use within these areas is generally compatible with restrictions, with some areas that are compatible, incompatible with exceptions, and incompatible. The maps on the opposite side of this brochure show Maxwell AFB's aircraft noise zones, CZs and APZs, as well as existing land use around the airfields.

2026 AICUZ Clear Zones and Accident Potential Zones
Maxwell AFB

Hazards to Aircraft Flight Zone

Other land uses and activities that can pose potential hazards to flight include:

- ✓ Uses that would attract birds;
- ✓ Electromagnetic interference with aircraft communication and navigation;
- ✓ Towers, structures, and vegetation that penetrate navigable airspace;
- ✓ Lighting (direct or reflected) that would impair pilot vision;
- ✓ Uses that would generate smoke, steam, or dust;
- ✓ The use of drones near military airfields due to the potential for a mid-air collision.

The Hazards to Aircraft Flight Zone (HAFZ) is a consultation zone within which the Air Force requests that project applicants and local planning bodies consult with the Air Force to ensure the project is compatible with installation operations relative to these concerns.



AICUZ Study implementation must be a joint effort between Maxwell AFB and the surrounding communities. The Maxwell AFB 2026 AICUZ Study provides the best source of information about the roles the Air Force, local government, and the community can play to ensure land use planning decisions are compatible with a future installation presence.

For a copy of the Maxwell AFB 2026 AICUZ study, please contact the Maxwell AFB Public Affairs Office. Maxwell AFB PA can also be contacted via email or a call may be placed to PA directly.



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