

PARK FALLS MUNICIPAL AIRPORT

Airport Master Plan





AGENDA

Planning Advisory Committee (PAC)

Meeting #1 – Kickoff

Wednesday, May 20, 2026

10:00 a.m.

1. Introductions
2. Project Team
3. What a Master Plan Is/Is Not
4. Master Plan Process
5. Role of the PAC
6. NPIAS and Airport Information
7. SWOT Exercise
8. Open Discussion/Questions

PROJECT TEAM



Prime Consultant: Responsible for all aspects of the master plan. Airport planning, environmental analysis, land use planning, and capital improvement plan.



Boundary Survey, ALP Development, RSA Survey, Meeting Attendance, and CIP Cost Estimating



WHAT A MASTER PLAN IS

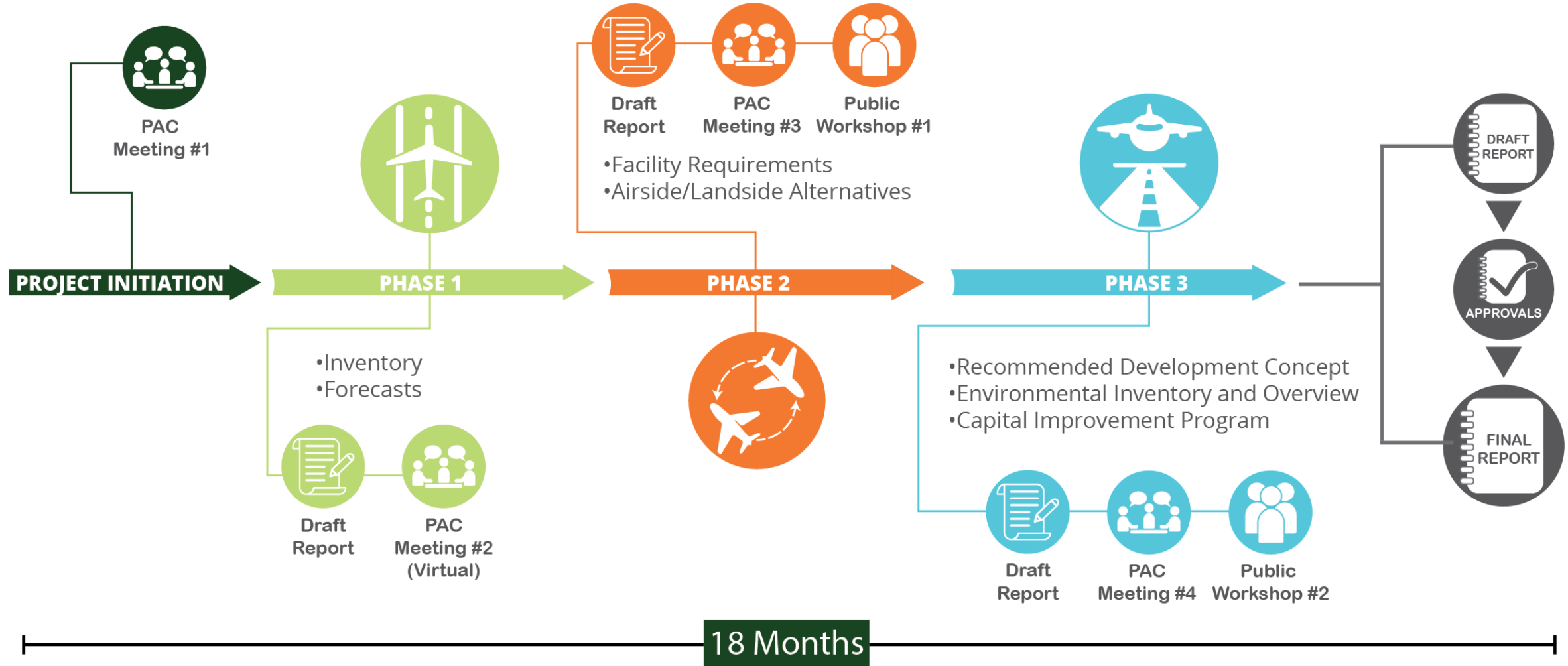
- A comprehensive, **long-range study** of the airport and all airside and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be **conducted every 7-10** years to ensure plans are up-to-date and reflect current conditions and FAA regulations.
- **Funded by the FAA** through an Airport Improvement Program (AIP) grant, which provides 95% of the total project costs. The remaining 5% is being **funded by the City of Park Falls and the BOA**.
- A City of Park Falls document that will ultimately be presented for **approval** to the City Council. The FAA approves the Airport Layout Plan (ALP drawing set).
- An opportunity for airport stakeholders and the public to engage with airport/county staff on issues related to the airport and its current and future operations and environmental and socioeconomic impacts. **Two (2) public information workshops** will be conducted throughout the master plan process to facilitate this public outreach effort.



WHAT A MASTER PLAN IS NOT

- Not a guarantee that the airport will proceed with any planned projects. **Master plans are guides** that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- Not a guarantee that the City of Park Falls, the FAA, or BOA will fund any planned projects. **Project funding** is considered on a project-by-project basis and **requires appropriate need and demand**. Certain projects may require the completion of a benefit-cost analysis.
- **Not environmental clearance** for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental assessment/categorical exclusion) prior to construction.

MASTER PLAN PROCESS



PUBLIC INVOLVEMENT PLAN

• Planning Advisory Committee (PAC)

Four (4) meetings

- Three (3) in-person
- One (1) virtual



• Public Information Workshop

Two (2) workshops

- Held in the evening typically starting at 5:30 p.m.
- Open house format



• Project Website

<https://pkf.airportstudy.net> (under development)





ROLE OF THE PLANNING ADVISORY COMMITTEE

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the City of Park Falls and the planning team with input into the airport master plan.
- The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of the airport. These include governmental interests (BOA, local government), aviation interests (airport tenants, airport users, pilot groups), and area economic development interests.
- The **role of the PAC** is to provide input to regarding the current and future use of the airport. The PAC will review elements of the airport master plan while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report.
- The PAC is a **non-voting advisory body**. While all comments and suggestions made by the PAC members will be considered by the planning team in developing the draft and final version of the report, the PAC will not vote to approve or disapprove elements of the study, however, a consensus and understanding of the plan is optimal.

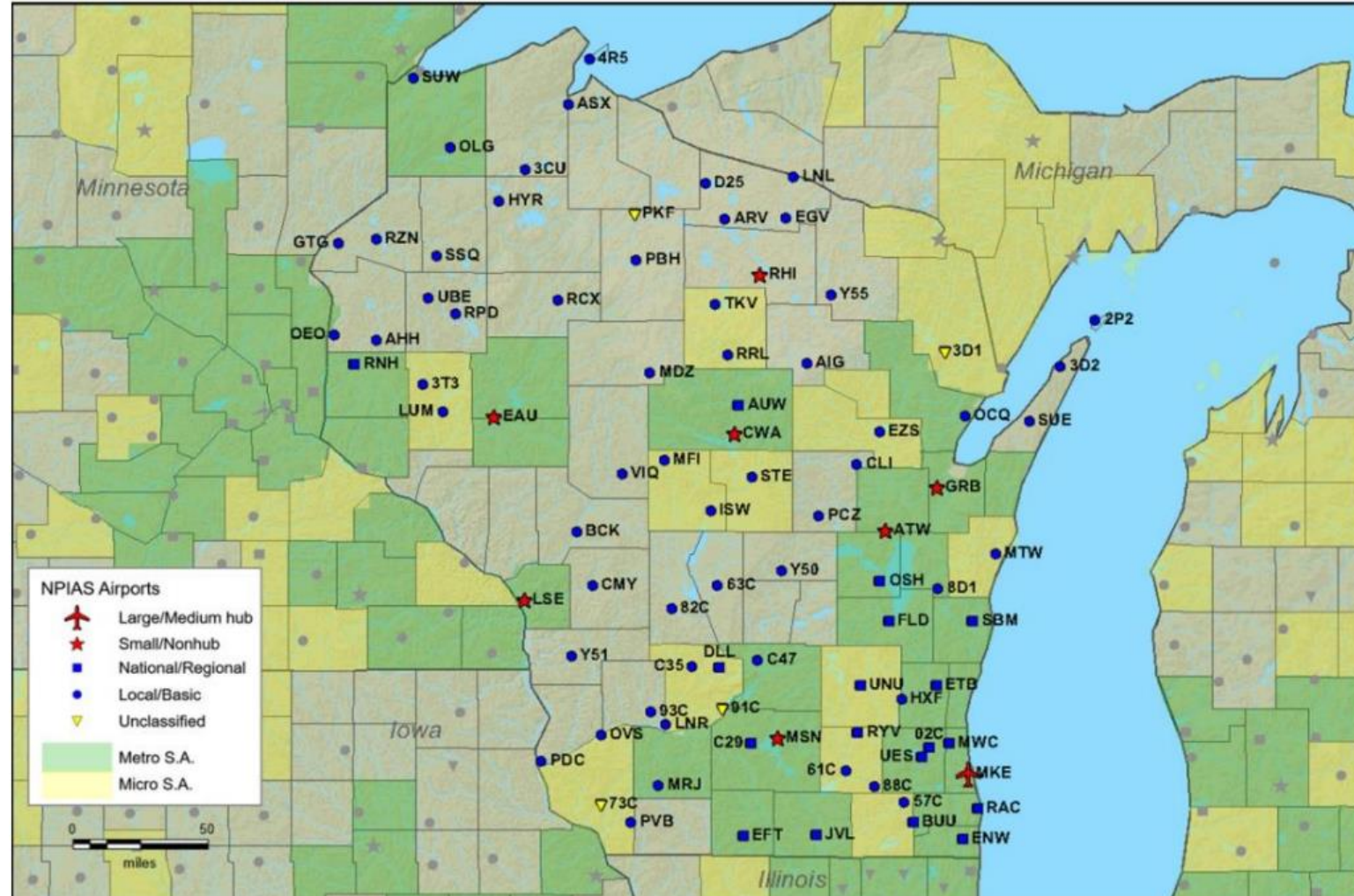


ROLE OF THE PLANNING ADVISORY COMMITTEE

- Individual PAC members are considered to **represent** their designated organizations. It is the responsibility of PAC members to communicate with their respective organizations and report any comments/concerns regarding the development of the airport master plan from their organization back to the PAC, the City, and the planning team throughout the process.
- **PAC meetings** will be held periodically throughout the preparation of the airport master plan. There are four (4) meetings planned at this time. Because of the advisory nature of the committee, a quorum is preferred but will not be required.
- **Attendance** at each meeting is strongly encouraged. Each member of the PAC represents a unique or significant stakeholder group. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization.

PKF's ROLE IN THE NPIAS

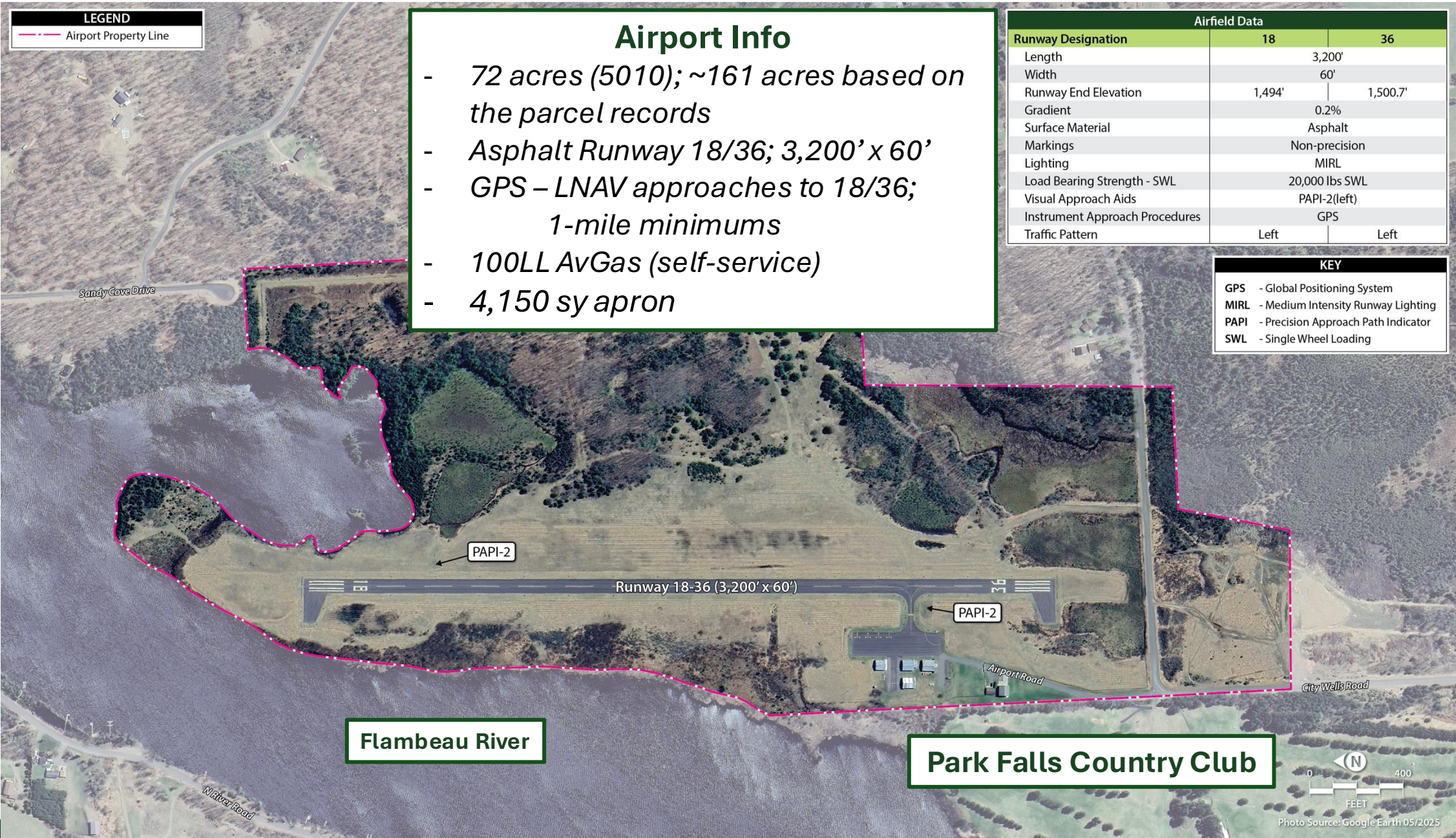
- **Wisconsin NPIAS Airports**
 - 87 Total
 - 8 Commercial Service
 - 79 General Aviation
 - 18 National/Regional
 - 57 Local/Basic
 - 4 Unclassified
- **Park Falls Municipal**
 - Unclassified
 - Risk of being removed from NPIAS if not meeting criteria





NPIAS CRITERIA – FAA Order 5090.5

- *Publicly owned with 10 or more validated based aircraft*
 - City-owned
 - 3 based aircraft currently
 - Most likely to achieve a basic classification if based aircraft numbers increase to 10 or more
- *Located at least 30 miles from the nearest NPIAS airport*
 - Price County Airport – 14.8 nm S – GA Local
 - Manitowish Waters Airport – 24.7 nm NE – GA Local
 - Lakeland Airport – 29.0 nm E – GA Local
- *Owned by or serving a Native American community*
- *Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Protection, or U.S. Postal Service; or has Essential Air Service*
- *Unique circumstances related to special aeronautical use*



LEGEND

--- Airport Property Line

Airport Info

- 72 acres (5010); ~161 acres based on the parcel records
- Asphalt Runway 18/36; 3,200' x 60'
- GPS – LNAV approaches to 18/36; 1-mile minimums
- 100LL AvGas (self-service)
- 4,150 sy apron

Airfield Data		
Runway Designation	18	36
Length	3,200'	
Width	60'	
Runway End Elevation	1,494'	1,500.7'
Gradient	0.2%	
Surface Material	Asphalt	
Markings	Non-precision	
Lighting	MIRL	
Load Bearing Strength - SWL	20,000 lbs SWL	
Visual Approach Aids	PAPI-2(left)	
Instrument Approach Procedures	GPS	
Traffic Pattern	Left	Left

KEY

GPS - Global Positioning System
MIRL - Medium Intensity Runway Lighting
PAPI - Precision Approach Path Indicator
SWL - Single Wheel Loading

Flambeau River

Park Falls Country Club

0 400
FEET
N
Photo Source: Google Earth 05/2025



SWOT ANALYSIS

	Helpful to achieve the objective	Harmful to achieve the objective
Internal Origin (attributes of the organization)	S Strengths	W Weaknesses
External Origin (attributes of the environment)	O Opportunities	T Threats



WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to:

Eric Pfeifer, Coffman Associates: epfeifer@coffmanassociates.com

or visit the project website to submit comments online.

pkf.airportstudy.net



NEXT STEPS

**Inventory &
Forecasts**

Est. Fall 2026