

Minden-Tahoe Airport

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Town Hall Meeting Summary

Date: December 6, 2022
Location: Douglas County Community Center

Attendees: Bobbi Thompson, Airport Director
Frank Monack, Airport Manager
Chris Nocks, Armstrong Consulting (Airport Engineer)
Airport Tenants and Members of the Community

GENERAL OVERVIEW

The town hall meeting was held to provide an open forum for discussion. The airport staff provided a review of airport capital improvements that were completed during 2022 then outlined future projects scheduled for the following year. The upcoming projects included: the design and reconstruct of Taxiway A3 and Taxiway Delta, the reconstruction of taxilanes between county hangars, and the potential outcome of existing Runway 30G. We received a total of 14 pilot questionnaire responses.

RECOMMENDATIONS & CONCERNS

1. **Concerns were raised about extending Runway 16/34 from the current 7,399 feet to 10,131 feet and the potential for airline traffic to begin using Minden-Tahoe Airport for scheduled service. Concerns about a tower were also raised.**

Public rumors began circulating a few weeks prior to the Town Hall regarding a runway extension at the airport and we are happy to report that these rumors are false. **There is no intention to extend the runway or bring commercial air service to the Minden-Tahoe Airport.** A runway extension is shown in the airport's master plan; however, this was a conceptual idea meant to potentially accommodate fire bombers in the future. At this time, all aircraft who want to fly into the airport are more than capable with the existing runway length. Additionally, Reno-Tahoe International Airport is approximately 40 minutes from the Minden-Tahoe Airport and has all of the airport certifications and infrastructure needed to accommodate airline passengers. As plainly stated in the Airport Master Plan this is a general aviation airport with zero plans for commercial air service. During the next master plan update, the airport will remove the runway expansion comments. It is worth noting that the Airport Master Plan is intended as a process to identify potential future needs at the airport and protect for future improvements that may be required to support these potential needs. The Master Plan, in and of itself, does NOT provide the justification and need required to proceed with airport expansion and/or improvements. Any significant

expansion or improvements that would be carried out at the airport in the future would need to go through a public review and comment period prior to being approved for funding.

A tower at the Minden-Tahoe Airport would be beneficial for safety management, and to assist with the flow of traffic already coming and going from the airport. The airport has a significant diversity of aircraft ranging from powered, glider, helicopter, skydiving, ultralight, and balloons. A tower would assist pilots by sequencing aircraft and reducing the risk of midair collisions and ground incursions. For the community, a tower would enforce noise abatement procedures and prevent low flying aircraft from overflying neighborhoods and other densely populated areas. Currently, the airport can only encourage noise abatement procedures because the airspace surrounding the airport is non-controlled. A tower would reclassify the airspace five miles around the airport as controlled airspace and pilots would be required by FAA regulations to comply with air traffic controller instructions.

2. Concerns about the under utilization of the Airport Advisory Committee were raised. This also raised questions about the functionality of the Committee.

The Airport Advisory Committee (AAC) was commissioned to: (1) provide recommendations to the county commissioners on the general subject of aviation issues related to the airport. Specifically, the committee shall assist in promoting community compatibility regarding issues including, but not limited to, as noise management and public relations, shall review proposed master plan changes, and shall assist staff in the development and execution of an airport marketing plan. Generally, the committee shall make recommendations on airport policy to the county commissioners. (2) The committee may hear comments on airport and aviation matters from the public or other agencies for consideration and possible recommendations to the county commissioners. (3) The committee shall advance and promote the interests of aviation and protect the general welfare of the people living and working at or near the airport, and in the county.¹

The AAC is required to meet, at a minimum, once per quarter and is a seven member committee comprised of the following seats where individuals can serve two 2-year terms:

- 1 member from the commercial community
- 1 member from the soaring community
- 1 member from the powered community
- 2 members from the business community
- 2 members from the community at large

The AAC functions autonomously with the support of airport staff. Airport staff do attend meetings to give regular updates on airport projects and events while providing technical insight relating to airport management and airport operation. The AAC is intended to support the Board of County Commissioners in their oversight and governance of the Minden-Tahoe Airport. The AAC itself has no regulatory authority over the airport, but simply serves as a liaison between the community, airport staff and the Board of County Commissioners.

The Airport will work with the AAC to solicit community involvement and encourage AAC members to establish open communication with the communities they represent. The airport has already redesigned the AAC page on the website (www.mindentahoeairport.com/aac) which allows individuals to directly reach their AAC representatives through email. Individuals can also provide public comment through email. The

¹ Douglas, Nevada, County Code § 2.58.060

AAC page provides links to the Douglas County Public Meeting Agenda Portal and will allow for reference meeting dates and minutes from previous meetings.

- 3. A recommendation was made by some airport tenants to reconstruct Runway 03/21, which was decommissioned in the 1980s. If not feasible, what are other options that could allow the airport to have an area suitable for glider landing when the airport experiences strong southwest winds that exist when favorable soaring weather occurs.**

This recommendation was made by a few members of the soaring community. Reinstating a decommissioned runway is challenging and often a lengthy undertaking. The airport does acknowledge that strong southwest winds do occur ahead of storms and other atmospheric situations that favor certain soaring type flights. For historical context, Runway 03/21 was decommissioned in the late 1980's by the FAA to eliminate a three-way runway intersection. The decision to close this runway was in part backed by wind data² which demonstrated that adequate wind coverage for the airport can be achieved with runways 16/34 and 12/30.

The Phoenix FAA ADO (Airport District Office), which the Minden-Tahoe Airport falls under geographically for FAA oversight, has historically been resistant to intersecting runways. To further add to the complexity of the problem, Part 77 Airspaces³ which surrounds our existing runways could not be breached as the result of an additional runway or location suitable for landing. This will severely limit the placement of any areas that could be considered for landing.

Regardless of these challenges and prior decisions, the airport will contact the Phoenix FAA ADO and inquire about the potential of providing an additional area for gliders to land during strong southwest wind conditions. Further discussions pertaining to this recommendation and any correspondences received from the Phoenix FAA ADO will be presented at future Airport Advisory Committee meetings and/or Town Hall meetings.

- 4. Airport staff requested input relating to Runway 30G, which is currently located adjacent to the east side glider staging ramp. Due to its close proximity to the ramp any permanent structures may not be constructed or facilitated on or near the ramp.**

Reviewing the limited number of pilot questionnaires returned at the meeting and comments provided during the December 6, Town Hall, the airport will not be closing runway 30G. Concerns about limiting the number of glider tows that can occur within a given timeframe is what dominated the discussion. Additionally, aircraft utilizing tundra tires prefer dirt landing surfaces.. As a result, the airport will not be able to provide any permanent structures or facilities in the vicinity of the east side glider staging ramp.

The airport will look at extending the Bliss Road access into the east side to allow vehicle access in an effort to reduce runway crossings. The intention is to seek funding for an automatic gate installation that can permit 24/7 access to the east side ramp.

² Exhibit A: 2016 Wind Data

³ Exhibit B: FAA Part 77 Airspace that Surround Runways

5. Criticism was given relating to the availability of land for development on the west side of the airport, specifically the area to the southwest, and development of additional hangars. Construction of Taxiway Zulu and development on the east side of the airport.

As touched on during the town hall meeting, the airport is currently without quality leasable area on the west side of the airport. The airport's lease map⁴ shows that only a handful of smaller parcels are currently available for leasing. These parcels already have applications and are pending lease agreements with the airport.

Land lease number 056, held by Empire Capital Holdings, is an undeveloped parcel that encompasses approximately 80 acres on the southwest corner of the airport. This lease was signed effective January 1, 2001 and will expire on January 1, 2026. The lease also has a 25-year option period that could extend the lease out to January 1, 2051 if the option is requested and then approved by County Commissioners. Currently, Empire Capital Holdings is in default due to airport rules violations and other lease violations. The airport is not anticipating a request to activate the option period for the 80 plus acres which would allow for this land to be returned to the airport and made available for leasing beginning 2026.

The airport is committed to making hangar space available for current and future tenants. We will consider the construction of additional county hangars depending on airport finances and budgeting. We may consider waiting until 2026 when the parcel of land on the southwest of the airport may become available again. However, with the escalating cost of building materials and construction cost the monthly rental required may not be of interest to many on the current hangar waiting list. Individuals or corporations may have an interest in building hangars for purchase or investment and as has been done over the past years the Airport is open to this type of development.

Construction on Taxiway Zulu, which began in 2019, was in an effort to make additional land on the east side of the airport available and attractive for development. In prior years, airport funds were utilized to install water, electricity, and sewer utilities in this area. We want to provide individuals the ability to continue to build private hangars and businesses on the airport. The drawings in the Airport's Master Plan (AMP) and Layout Plans (ALP) are only conceptual and can be modified if future needs dictate. The airport will consider all proposals for development, whether business or personal hangar development, and work to place them in a logical arrangement as to not create wasted space and to provide commercial aeronautical businesses street side access..

6. Criticism was given of Airport Management and the attitude towards airport tenants and users while enforcing rules and regulations on the airport.

Airport management has the responsibility of overseeing the daily operation of the airport. This includes ensuring a safe operating environment for all users. When airport rules are not adhered to, it is the responsibility of airport management to notify the individual, educate, and correct the violation. It is understandable that in some cases an individual is not aware of the violation, but in repeat occurrences enforcement action may need to be taken. Many of the conflicts appear to have occurred during runway vehicle crossings and movements within the Access Waiver areas of the airport. Individuals authorized to be within the Access Waiver areas have taken a written exam which clearly outlines the rules and requirements for crossing runways. There are cases of individuals not having the required equipment, such as flags or radios, and airport management has needed to approach them about the deficiencies. Airport

⁴ Exhibit C: Minden-Tahoe Airport Land Lease Map

Management is committed to fostering a positive relationship with our tenants; however, we will continue to enforce airport rules and regulations aimed at providing a safe operating environment for all airport users.

7. A recommendation was made to provide additional restrooms for pilots on the main ramp, hangar areas, and east side ramp.

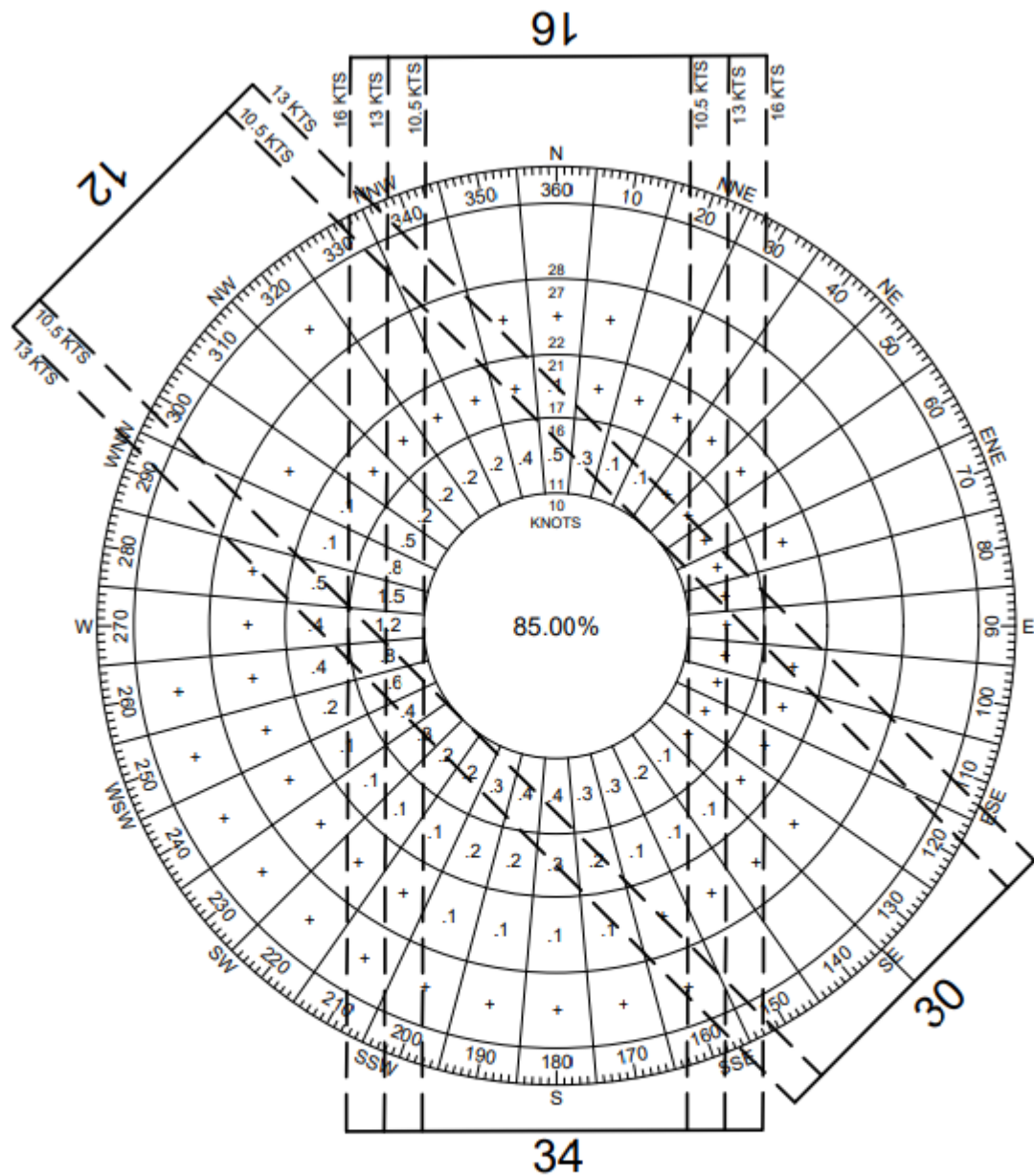
Airport Management is currently planning for another portable restroom to be placed airside on the main tie-down ramp located adjacent to the self-serve fuel station with portable restrooms currently located at the end of hangar rows Bravo and Foxtrot. We will continue to look into other opportunities to provide more “indoor” restrooms through agreements with future hangar development and the future remodel of the airport administration building. Our long-term goal is to remodel the administration building to include a pilot lounge and other amenities including airside restroom facilities that would be available 24/7.

Placing restrooms on the east side glider staging ramp will remain challenging. Because of the general consensus to keep Runway 30G open, we cannot place any permanent or semi-permanent structures within the paved portions of the east side ramp. Airport management will continue to look into options, but there are no clear solutions at this time.

AIRPORT’S COMMITMENTS MOVING FORWARD

- Continue to place the highest priorities on safety, airport maintenance and financial self sustainability.
- Contact Federal Aviation Administration Airport District Office and Flight Standards District Office regarding guidance pertaining to a southwest facing runway or suitable landing. This will also include infield landing adjacent to Runway 16/34 and Runway 12/30.
- Install an additional portable restroom to be placed on the main ramp adjacent to the self-serve fuel location.
- Budget for an additional gate entrance for the east side of the airport with a service road to the glider staging ramp to help reduce runway crossings.
- Look into the budgetary feasibility, other financial options, and the return on investment for additional hangars constructed by the County.

Exhibit A: 2016 Wind Data



RUNWAY	10.5 KNOTS 13 MPH	13 KNOTS 16 MPH	16 KNOTS 20 MPH
16/34	91.64%	94.56%	97.82%
12/30	92.84%	95.91%	-
COMB.	96.11%	98.18%	97.82%

ALL WEATHER WIND ROSE

WIND DATA SOURCE: MINDEN-TAHOE AIRPORT AWOS
(COLLECTION BETWEEN 2014 TO 2016)
NUMBER OF OBSERVATIONS: 38,370

Exhibit B: FAA Part 77 Runway Airspace

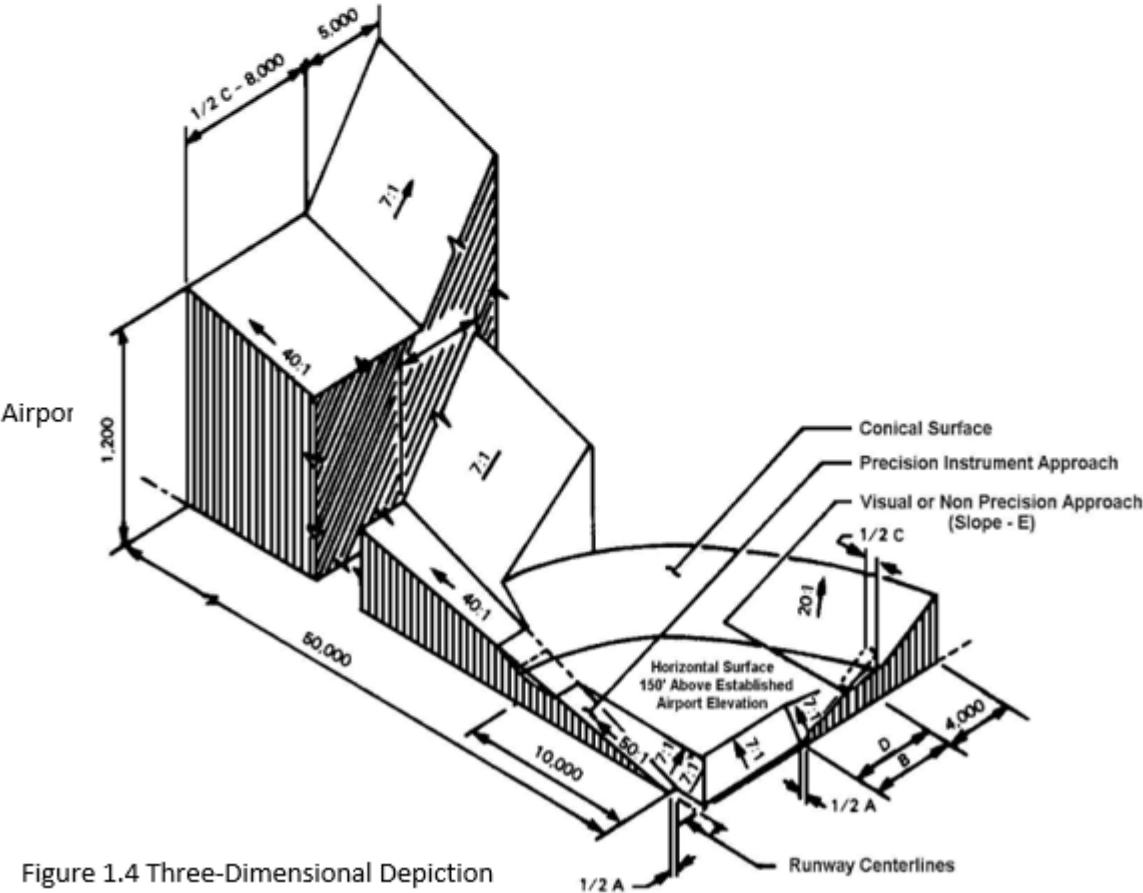
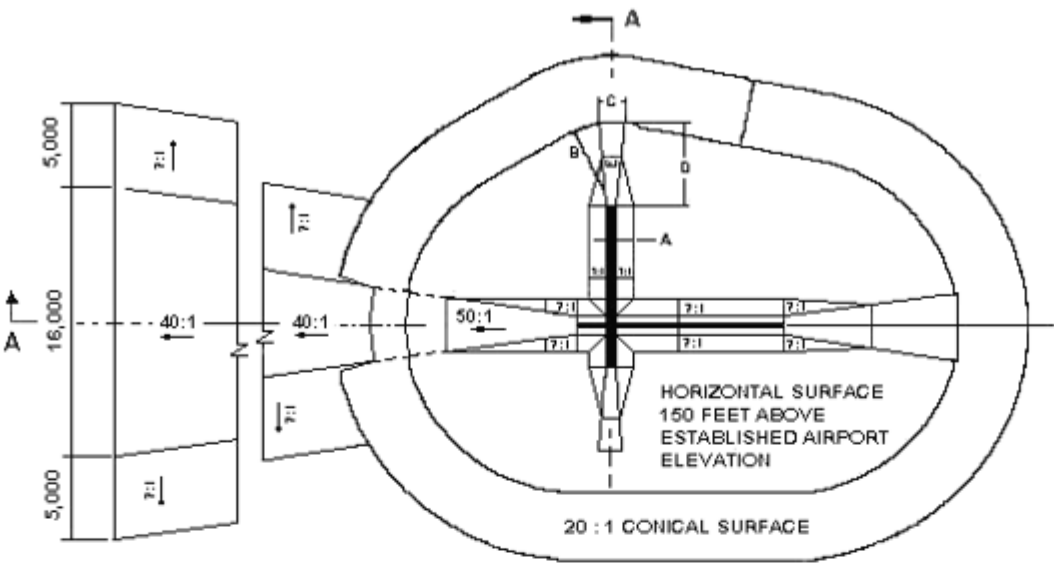
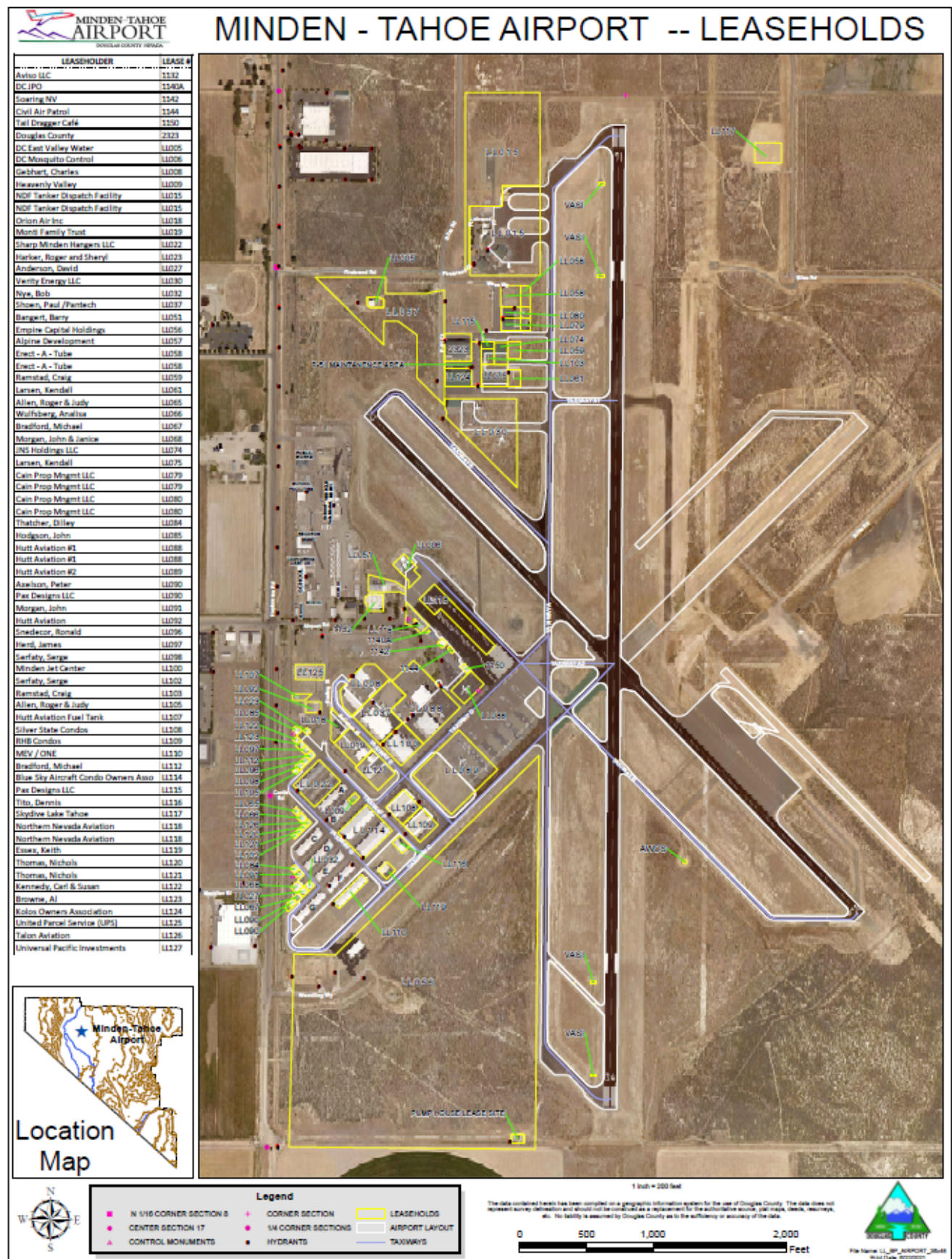


Exhibit C: Exhibit C: Minden-Tahoe Airport Land Lease Map



Pilot Questionnaire

Minden Tahoe Airport

Town Hall Meeting

December 6, 2022

1.



2. Aircraft type

PANS RV 7A

3. Length of time on Airport

48 YEARS

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

YES. I HAVE LIVED HERE FOR 48 YEARS

5. Do you have a County hangar? ☒ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? 55 YEARS

9. What is your highest rating? COMMERCIAL/INSTRUMENT

10. Do you think MEV should have a control tower, why or why not

NO. IT IS NOT NEEDED FOR SAFETY AND
THE VISION OF THE VALLEY FOR MEV TO
REMAIN A G.A. AIRPORT.

11. What changes or additions would you like to have happen at MEV?

MORE FOCUS ON TENANTS + TRANSIENT VISITORS
MORE INVESTMENT ON WEST SIDE TARMAC
ACCESS TO COUNTY HANGARS

12. What is your favorite thing about MEV?

IT USED TO BE A FRIENDLY AIRPORT
OF LATE, IT HAS BECOME ADVERSARIAL
TOWARD TENANTS + TRANSIENT VISITORS
NOT MORE POLICE STATE UNDER THE
EXCUSE OF SAFETY

13. Do you buy fuel at MEV? ☐ YES ☒ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

15. Estimate the number of hours you fly annually 110

Public Comment can be made by emailing townhall@mindentahoeairport.com
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Thank you for your comments and participation in this questionnaire.

Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

Many

3. Length of time on Airport

42 years

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

It's my HOME

5. Do you have a County hangar? [] YES [x] NO

6. Do you have a Private hangar? [] YES [x] NO

7. Are you on a Tie Down? [] YES [x] NO

8. How long have you been a pilot? 55 years

9. What is your highest rating? ATP

10. Do you think MEV should have a control tower, why or why not

Probably yes for SAFETY due to various types of equipment operating at MTA.

11. What changes or additions would you like to have happen at MEV?

East side developed for soaring
operation headquarters and other
General Aviation businesses and activities.

12. What is your favorite thing about MEV?

The efficient and courteous staff.
And the phenomenal soaring conditions
which draws soaring pilots from
around the world

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other Used to:

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO Used to:

15. Estimate the number of hours you fly annually between 300 or 400
to 15 since retired

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

BONANZA

3. Length of time on Airport

55 YEARS

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

CONVENIENCE

SOCIAL ATMOSPHERE

LUNCH

5. Do you have a County hangar? ☐ YES ☒ NO

6. Do you have a Private hangar? ☒ YES ☐ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? 55 YEARS

9. What is your highest rating? ASEL-I

10. Do you think MEV should have a control tower, why or why not

NO

NOT NEEDED

NOT JUSTIFIED

WILL CHANGE THE CULTURE + FEEL OF THE AIRPORT

COST

11. What changes or additions would you like to have happen at MEV?

PILOT LOUNGE + BATHROOMS

HANGAR AREA HEATED BATHROOM

OIL DUMP

HANGAR PAVING FIX

12. What is your favorite thing about MEV?

THE CULTURE

RESTAURANT

SOCIAL

CONVENIENCE

SEVERE CROSSWIND RUNWAY - TIE

APPROACH ENDS OF 300 + 34 SEE BELOW

13. Do you buy fuel at MEV? ☐ YES ☒ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

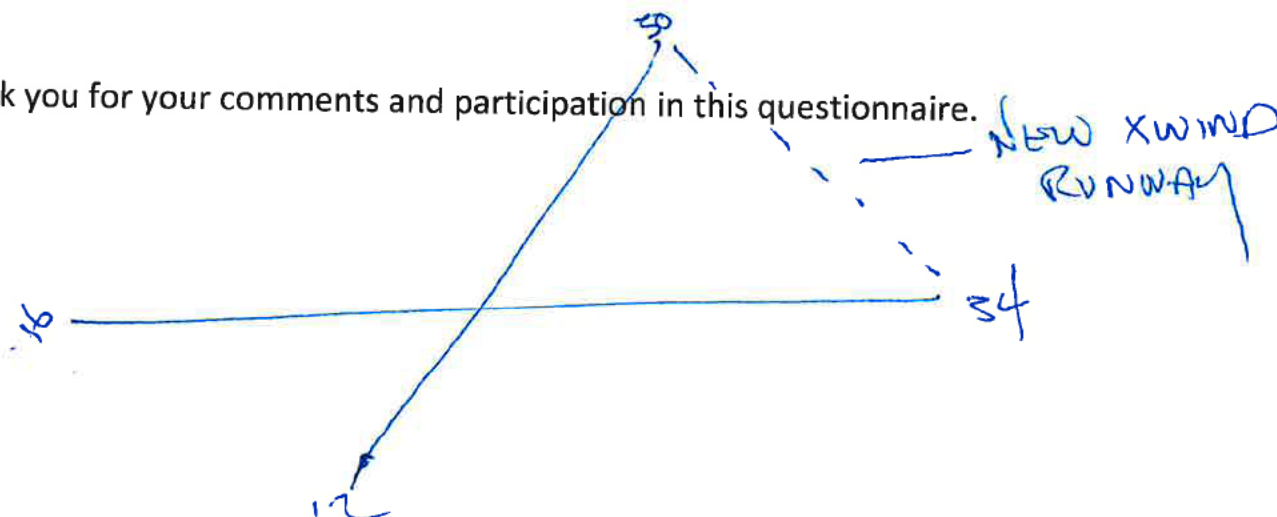
15. Estimate the number of hours you fly annually _____

AIRPORT MANAGEMENT ATTITUDE IS NEGATIVE
TOWARD AIRPORT COMMUNITY - MUST CHANGE!

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Thank you for your comments and participation in this questionnaire.



Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

Cessna 140

3. Length of time on Airport

Flying + working out of KMEV for 30+ yrs

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

Yes - I work out of the Airport 30+ yrs

I am planning on moving my Airplane to CXP - due to the inappropriate useage of the Airport for Political purposes and the 50% increase in tie down Fees

5. Do you have a County hangar? ☐ YES ☒ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☒ YES ☐ NO

8. How long have you been a pilot? 40+ yrs

9. What is your highest rating? ATP

10. Do you think MEV should have a control tower, why or why not

no - not busy enough in my opinion
- glider activity is severely affected by Tower Ops.

we need to keep 30G it is heavily used by the BW operations, gliders, Tailwheel planes
It is an alternate runway for gliders to land when 30 is inop.

I believe that most glider pilots would rather have 30G than picnic tables.

11. What changes or additions would you like to have happen at MEV?

- toilets/ammunitions near the fuel island
- Fix the Ramp.
- Desert tie downs
- friendly to CoA not just Jet ops.
Stop the Vorn Aviation Activities @ the Airport

12. What is your favorite thing about MEV?

- Open space around the Airport -
- the watering
- the Restaurant

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other

I try not too it's the most expensive

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

in the area.

15. Estimate the number of hours you fly annually

300+

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

RV-8 / RV-14

3. Length of time on Airport

Two years, on & off

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

I was based at MEV but I
am no longer able to find
a suitable hangar for my aircraft.

5. Do you have a County hangar? ☐ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☐ NO

7. Are you on a Tie Down? ☐ YES ☐ NO

8. How long have you been a pilot? 40 years

9. What is your highest rating? ATP

10. Do you think MEV should have a control tower, why or why not

MEV does NOT need a control
tower, if someone else wants
to pay to build and man it (Federal
Government) that would be fine,
but given the traffic flow at the
airport, it is not needed.

11. What changes or additions would you like to have happen at MEV?

- Get Bid of 30G
- Make it easier to build/develop
hangars for general aviation aircraft
- Hangar ground lease rates are too high

12. What is your favorite thing about MEV?

13. Do you buy fuel at MEV? ☐ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☐ YES ☐ NO

15. Estimate the number of hours you fly annually _____

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

172 / 182 / Cherokee

3. Length of time on Airport

2.5 years

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

with High Sierra Pilots

5. Do you have a County hangar? ☐ YES ☒ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☒ YES ☐ NO HSP

8. How long have you been a pilot? 2.5

9. What is your highest rating? Instrument ASEL

10. Do you think MEV should have a control tower, why or why not

yes: traffic conflicts occur at least weekly if not daily

11. What changes or additions would you like to have happen at MEV?

1) more hangars - would consider
owning plane

2) Lighting - Taxiway & Runway approaches
need night lighting

12. What is your favorite thing about MEV?

Location

Responsive Management

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other HSP

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

15. Estimate the number of hours you fly annually 120

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

cherokee, glider

3. Length of time on Airport

20 yr

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

yes. convenience

5. Do you have a County hangar? ☒ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? *20 yr*

9. What is your highest rating? *CFI*

10. Do you think MEV should have a control tower, why or why not

I'm skeptical

11. What changes or additions would you like to have happen at MEV?

24/7 pilot lounge
more hangars for rent

12. What is your favorite thing about MEV?

year-round flying

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

15. Estimate the number of hours you fly annually 100

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Thank you for your comments and participation in this questionnaire.



Political Rallies are ~~TOTAL~~LY inappropriate
at an Airport.

Airports ARE FOR Aviation Related
Activities NOTHING ELSE

This is FAA federal property

Shutting down an Airport for a Rally -
adversely affects businesses and local
pilot (and others)

$$N = \frac{1}{\sqrt{2\pi}} \int_{-\infty}^{\infty} e^{-\frac{1}{2}x^2} dx$$

Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

Club 172

3. Length of time on Airport

20 years

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

MEV

5. Do you have a County hangar? ☒ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? 50 years

9. What is your highest rating? COMM CFI

10. Do you think MEV should have a control tower, why or why not

Yes! SAFETY

11. What changes or additions would you like to have happen at MEV?

12. What is your favorite thing about MEV?

13. Do you buy fuel at MEV? ☐ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☐ YES ☐ NO

15. Estimate the number of hours you fly annually _____

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Pilot Questionnaire

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December 6, 2022

1.

2. Aircraft type

three gliders

3. Length of time on Airport

over 20 years

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

This is a unwarranted question

5. Do you have a County hangar? ☐ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☐ NO

7. Are you on a Tie Down? ☐ YES ☐ NO

8. How long have you been a pilot? _____

9. What is your highest rating? _____

10. Do you think MEV should have a control tower, why or why not

11. Dirt runway is right: Keep the dirt runway and maintain it. We do not need facilities and structures on the east side. The runway is needed for efficient launch of gliders and provides additional safety in case of multiple gliders need to land simultaneously.

11. What changes or additions would you like to have happen at MEV?

12. What is your favorite thing about MEV?

13. Do you buy fuel at MEV? ☐ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☐ YES ☐ NO

15. Estimate the number of hours you fly annually _____

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

COMMANDER 114 (Rockwell)

3. Length of time on Airport

4 years +

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

Yes - this is our home.

5. Do you have a County hangar? ☒ YES ☐ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? ~~20 years~~ 20 years

9. What is your highest rating? 4 maybe

10. Do you think MEV should have a control tower, why or why not

NO!!! We are Not large enough
and no runway incursions. Pilots
are very good at communicating
with each other.

How was the townhall paid for?

It was Not an FAA Safety Meeting
no discussion of safety factors

11. What changes or additions would you like to have happen at MEV?

Public restrooms

Public trash cans and dumpsters for tenants

Have a Soaring Activities - competitions
Nationally

Pilot lounge

Wash racks for personal airplanes

Additional hangers

12. What is your favorite thing about MEV?

the taildragger restaurant

13. Do you buy fuel at MEV? ☐ YES ☐ NO ☐ Other Auto Aviation

14. Do you have your aircraft maintenance done at MEV? ☐ YES ☐ NO

15. Estimate the number of hours you fly annually _____

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Thank you for your comments and participation in this questionnaire.

Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.



2. Aircraft type

3. Length of time on Airport

32 yr

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

YES

5. Do you have a County hangar? ☐ YES ☐ NO

6. Do you have a Private hangar? ☒ YES ☐ NO

7. Are you on a Tie Down? ☐ YES ☐ NO

8. How long have you been a pilot? 40 yr

9. What is your highest rating? comm

10. Do you think MEV should have a control tower, why or why not

NO

NOT NEEDED

11. What changes or additions would you like to have happen at MEV?

ATTITUDES ADJUSTMENT OF AIRPORT STAFF
LESS POLICE STAFFS - MORE CUSTOMER SERVICE
AND WELCOMING

KEEP 306. IT IS NEEDED FOR SEVERAL
REASONS AND USES

12. What is your favorite thing about MEV?

VIBRANT ATMOSPHERE

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

15. Estimate the number of hours you fly annually 400

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.



2. Aircraft type

3. Length of time on Airport

5 YRS

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

5. Do you have a County hangar? ☐ YES ☒ NO

6. Do you have a Private hangar? ☐ YES ☒ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? 42 YRS

9. What is your highest rating? COMM, INST, MULTI-ENGINE

10. Do you think MEV should have a control tower, why or why not

YES, TOO MUCH DIFFERENT TRAFFIC

11. What changes or additions would you like to have happen at MEV?

12. What is your favorite thing about MEV?

VARIETY OF A/C

13. Do you buy fuel at MEV? ☒ YES ☐ NO ☐ Other _____

14. Do you have your aircraft maintenance done at MEV? ☐ YES ☐ NO

15. Estimate the number of hours you fly annually 50 HRS

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Pilot Questionnaire

Minden-Tahoe Airport

Town Hall Meeting

December 6, 2022

1.

2. Aircraft type

T51 JET GLIDER PHOENIX U15 LIGHT SAULT

3. Length of time on Airport

7 YEARS

4. Are you based at MEV? If so, what are the reasons for being based at MEV?

SOARING WEATHER

GREAT GLIDER PILOTS TO LEARN FROM

JO ARING NV PROVIDES TOWN AND SUPPORT

HANGAR WAS AVAILABLE WHEN WE MOVED HERE

BEAUTIFUL LOCATION

LOVE MINDEN AND GENOA

5. Do you have a County hangar? ☐ YES ☒ NO

6. Do you have a Private hangar? ☒ YES ☐ NO

7. Are you on a Tie Down? ☐ YES ☒ NO

8. How long have you been a pilot? 52 YEARS

9. What is your highest rating? COMMERCIAL INSTRUMENT INSTRUCTOR

10. Do you think MEV should have a control tower, why or why not

NO. SINCE 2009, THERE WERE ONLY 2 ACCIDENTS WHICH MAY HAVE BEEN PREVENTED WITH A TOWER. THEY WERE BOTH MINOR WITH NO INJURIES. SINCE THE TOWER WAS BUILT IN 2017, THERE HAVE BEEN 9 FALUTIES AND 4 SERIOUS INJURIES. SO A TOWER DOES NOT EQUATE WITH SAFETY. SINCE THE TOWER WAS INSTALLED IN TROUBLE, THE SOARING OPERATION HAS ALMOST DIED. I HAVE OPERATED GLIDERS OUT OF TOWERED FIELDS AND IT IS VERY ONEROUS. WHEN WE HAVE HAD A TEMPORARY TOWER IN MINDEN IT WAS VERY PROBLEMATIC, AND PROBABLY ADDED HAZARDS TO OPERATIONS

11. What changes or additions would you like to have happen at MEV?

- #1 CHANGE IN AIRPORT STAFF ATTITUDES TO ONE OF CUSTOMER APPRECIATION AND HELPFULNESS
- #2 CROSSING RUNWAY 21 - DIRT IS FINE
- #3 BUILDING WITH BATHROOMS IN GUTTER STATION AREA
- #4 CURB UP GRAVEL CRACK REPAIR WHICH IS FALLING APART

12. What is your favorite thing about MEV?

THE TOWER PILOTS.

SEE #4.

13. Do you buy fuel at MEV? ☐ YES ☒ NO ☐ Other USE AUTO GAS - UNLEADED

14. Do you have your aircraft maintenance done at MEV? ☒ YES ☐ NO

15. Estimate the number of hours you fly annually 400

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