

**MINDEN-TAHOE
AIRPORT**

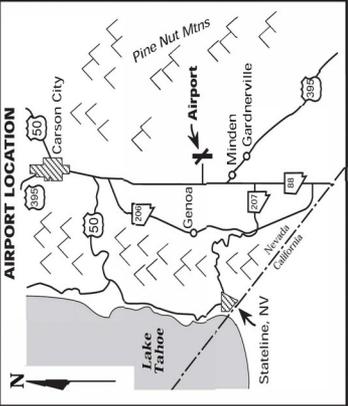
DOUGLAS COUNTY NEVADA

**AIRPORT
PILOT
GUIDE**

August 2025

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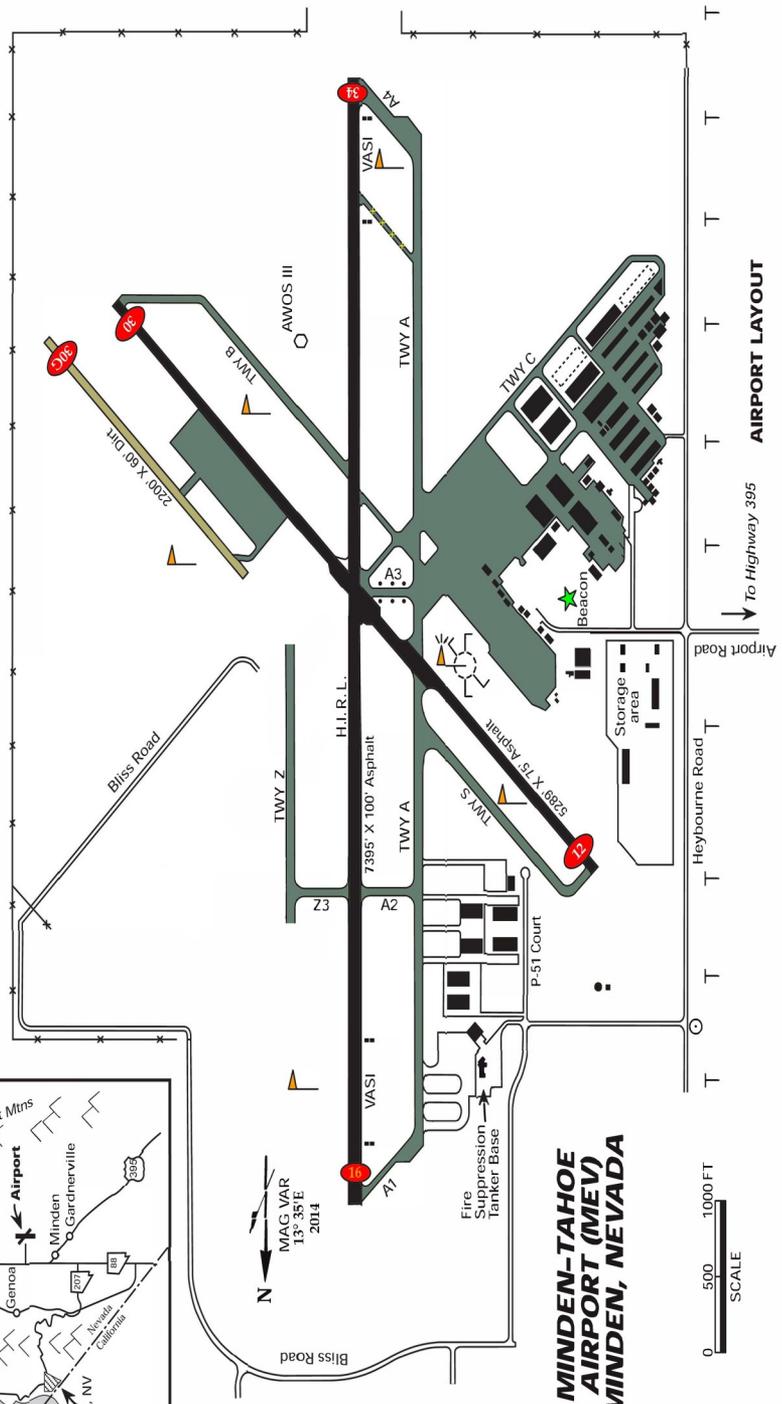
NEVADA
 Airport Location
 STAF: 123.060
 AWIOS: 119.325

REMARKS: Sailplane traffic patterns east side of airport

NOTE: Not to Scale
 Distances and Heights are Approximate

ACRES 990
ELEVATION 4,726'

COORDINATES: 39° 00' 02" N (Est.)
 119° 45' 10" W (Est.)



**MINDEN-TAHOE
 AIRPORT (MEV)
 MINDEN, NEVADA**

0 500 1000 FT
 SCALE

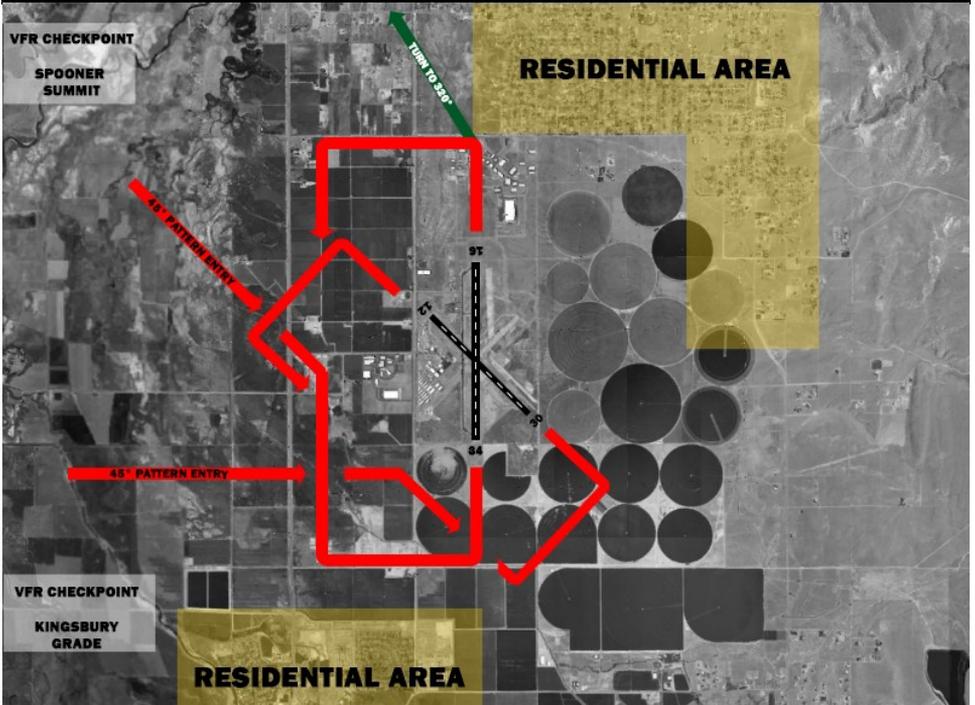
AIRPORT LAYOUT

→ To Highway 395

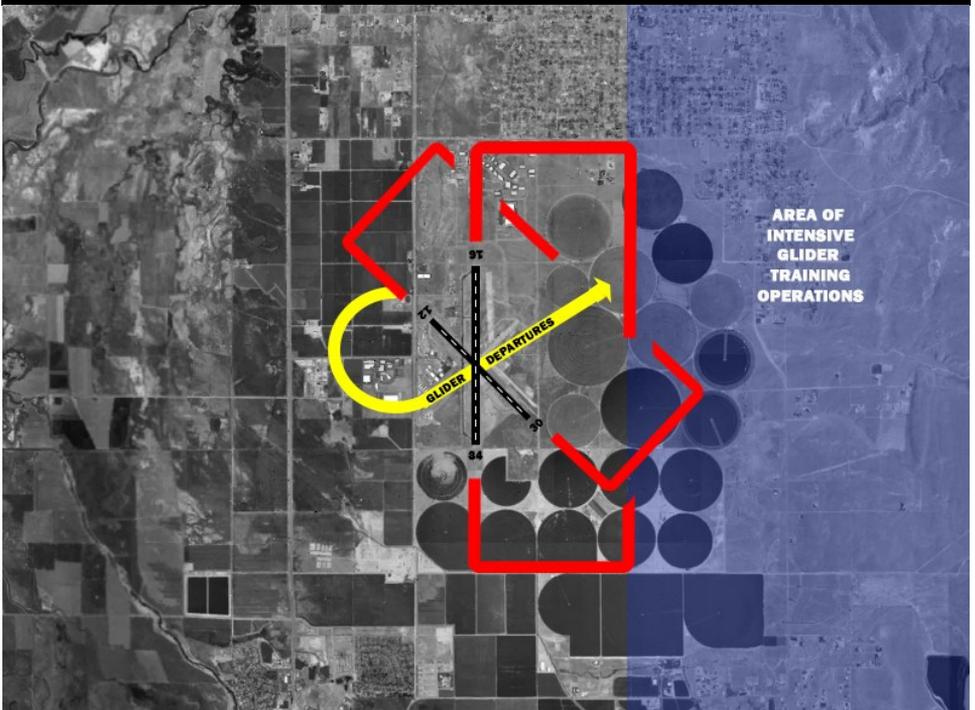
Minden-Tahoe Business Directory:

Accurate Aero	(408) 835-4034
Aces Aircraft Maintenance	(775) 783-4883
Airport Administration	(775) 782-9871
Civil Air Patrol	(775)782-6260
Hutt Aviation	(775) 782-8277
Minden Aircraft Repair	(775) 720-1959
Rebuilt Aircraft Repair	(775) 782-5282
Sierra Front Interagency Dispatch	(775) 883-5995
Skydance Helicopter	(775) 782-4040
Skydive Lake Tahoe	(775) 790-7602
Soaring NV	(775)790-8041
Taildragger Café	(775) 782-9500

POWERED TRAFFIC



GLIDER TRAFFIC



MINDEN-TAHOE NOISE ABATEMENT

Please be cognizant of the surrounding communities. There are noise sensitive areas to the North and south of the Airport. Aircraft are asked to climb and maintain at least 1500 feet AGL before crossing any populated areas.

Preferred Departure Routes:

Runway 34

Northbound - Turn left heading 320° before crossing Johnson Lane

Southbound - Avoid residential areas

Runway 16

Northbound – Avoid residential areas

Southbound – Straight out climb to reduce noise over residential areas

Runway 30

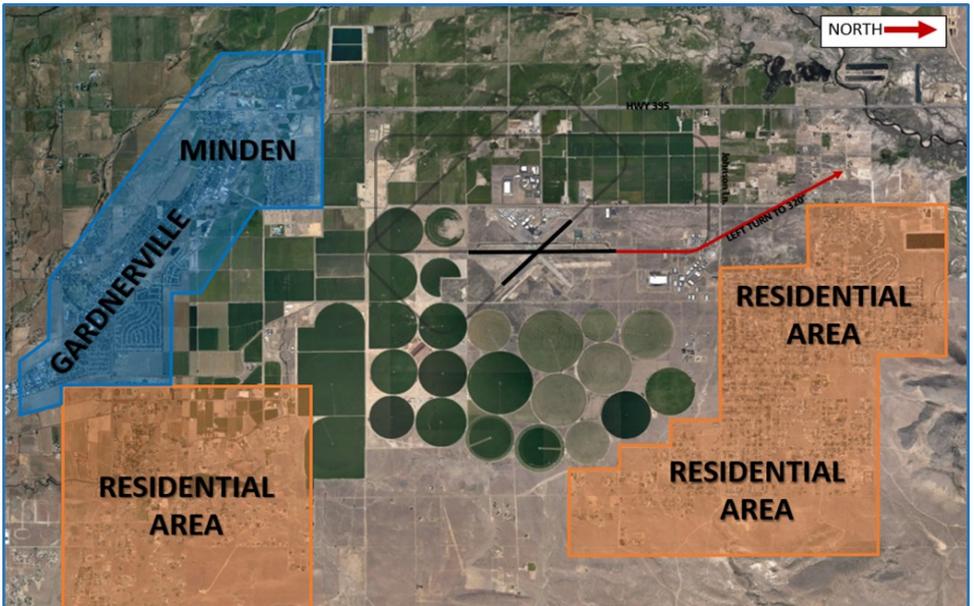
Northbound – Avoid residential areas

Southbound – Avoid residential areas

Runway 12

Northbound – Avoid residential areas

Southbound – Avoid residential areas



COUNTY TRANSIENT INFORMATION

NOTE: No fee for day-use only

Aircraft Class	Overnight	Monthly
Single Engine	\$15	\$75
Multi Engine (<6,500 lbs)	\$20	\$85
Multi Engine (>6,500 lbs)	\$25	\$100
Glider (w/ Trailer)	\$15	\$70

* If the number of nights exceed the monthly rate, the lower monthly rate will be applied



FIXED BASE OPERATORS

For pilots looking to be serviced by an FBO, Our fixed base operators are ready to provide you with the fuel, tie down or hanger space, and any additional services you or your plane may need during your visit.

Hutt Aviation

1151 Airport Road

Phone: (775) 782-8277

Services: 100LL Fuel Service, Jet-A Full Service, Rental Cars

MINDEN-TAHOE GLIDER OPERATIONS

Minden is world renown location for gliders and soaring operations. We often see people from all over the world arrive in Minden during the spring and summer months. What makes Minden so unique for gliders are the abundance of updrafts and rotors which are produced by the Sierra Nevada Mountain Range.

Because of the amount of glider traffic this can present some challenges for powered pilots who are not familiar with glider operations at an airport. Outlined in this guide are specifics as to how gliders arrive and depart the Minden-Tahoe Airport.

If you have any additional questions regarding glider operations here at Minden-Tahoe Airport, please feel free to contact the administration office @ (775) 782-9871 or SoaringNV @ (775) 790-8041

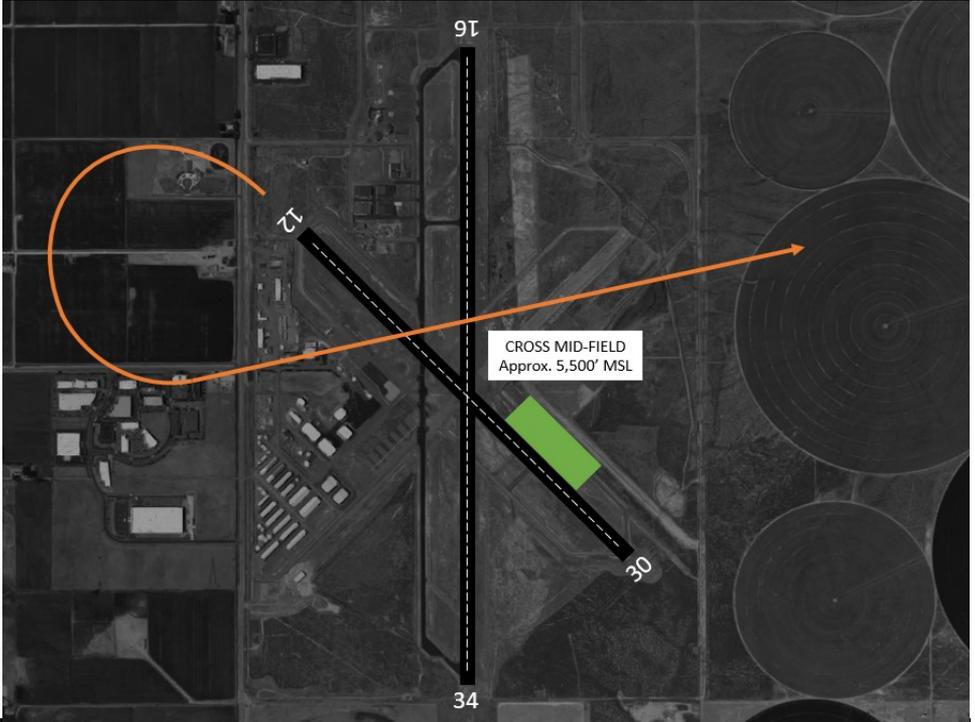
GLIDER DEPARTURES:

- The glider staging ramp is located adjacent to runway 30 on the east side of the airport.
- Gliders are towed by a tow plane, typically a Piper Pawnee, up to between 5,700 and 10,000 feet MSL.
- The glider and tow plane may need to enter the runway and attach the tow line. This means that the tow plane and glider may occupy the runway for a couple minutes prior to departure.
- The typical procedure for gliders departing runway 30 requires a left 270 degree turn back towards the airport to cross midfield and transition to the east where they normally climb to altitude.
- In the event of a rope break, or simulated rope break, the glider pilot could make an immediate turn back to the airport and attempt to land on the closest available runway.

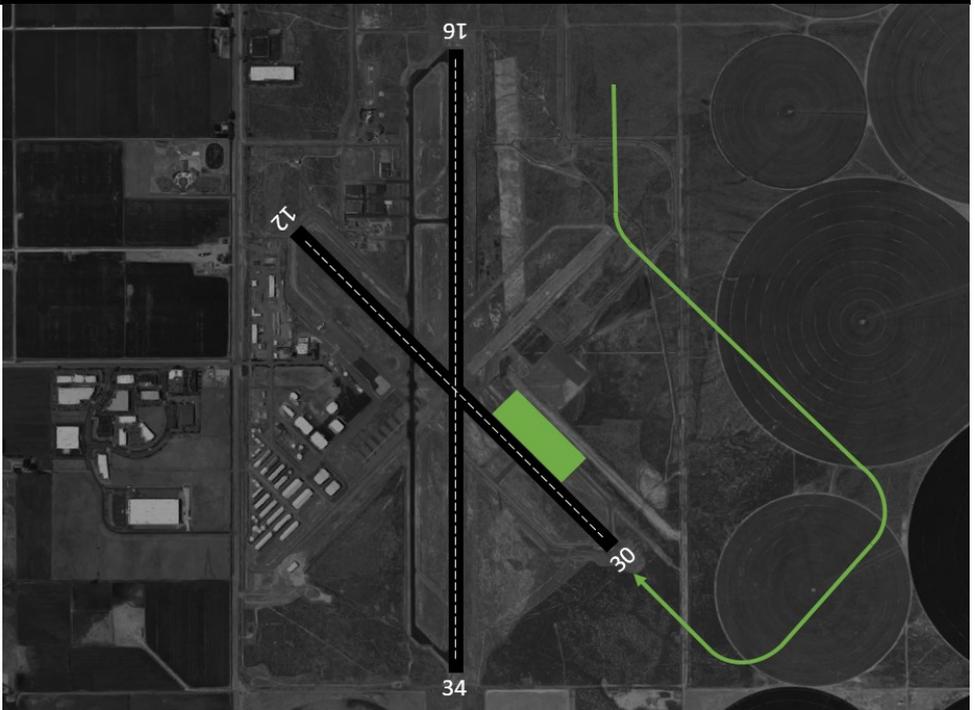
GLIDER ARRIVALS:

- All glider traffic patterns are established on the east side of the airport. Use caution when departing or arriving the airport to/from the east.
- Per FAR 91.113, glider traffic has the right of way over powered traffic.
- Gliders will make all attempts to exit the runway at either the glider staging or the ramp. In the event they do not have enough momentum, they will need to exit their aircraft to push it off the runway so be alert and be patient.

MOST COMMON GLIDER DEPARTURE



MOST COMMON GLIDER ARRIVAL



GLIDER ROPE BREAK OPERATIONS

In glider operations a rope break is an emergency procedure. Similar to an engine failure in a powered aircraft, a rope break is commonly practiced to ensure pilot proficiency and by student pilots preparing for check rides. Although the airport encourages glider pilots to announce rope breaks over CTAF either prior to departure, for a planned rope break, or immediately in the event of an unexpected emergency; however, sometimes time will not allow for a radio call.

RUNWAY 30:

In the event of a rope break below 4,900' MSL, expect the glider to perform an immediate 180 degree, left turn back to and land on runway 12.

Between 4,900' and 5,100' MSL the glider will attempt to make left traffic back to and land approximately mid-field on runway 30.

Above 5,100' MSL the glider will join the right downwind for a normal glider traffic pattern for runway 30.

In all cases, the tow plane will continue on a normal climb out circling back over mid-field and transitioning east-bound.

RUNWAY 16:

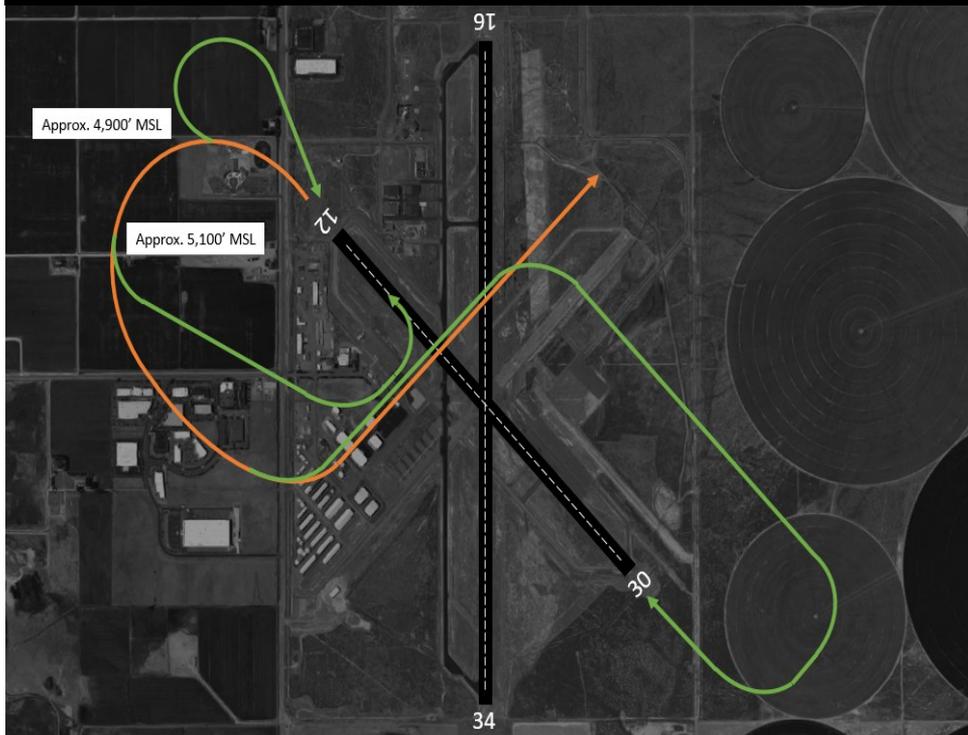
In the event of a rope break below 4,900' MSL, expect the glider to perform an immediate 180 degree, left turn back to and land on runway 34.

Between 4,900' and 5,100' MSL the glider will attempt to make right traffic back to and land approximately mid-field on runway 16.

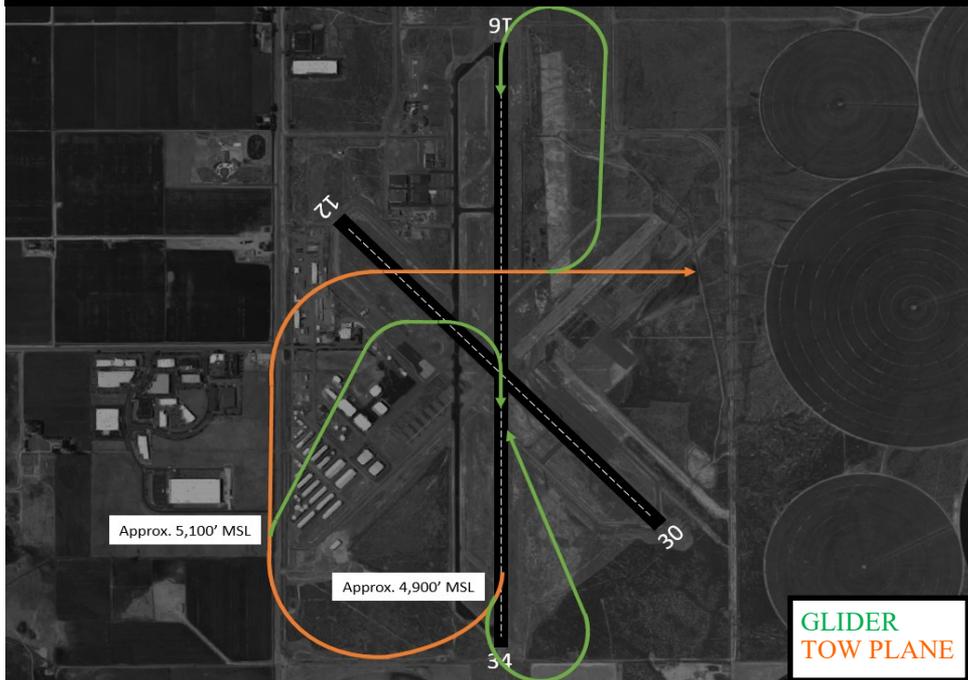
Above 5,100' MSL the glider will join the left downwind for a normal glider traffic pattern for runway 16.

In all cases, the tow plane will continue on a normal climb out circling back over mid-field and transitioning east-bound.

ROPE BREAK ROUTES FOR RUNWAY 30



ROPE BREAK ROUTES FOR RUNWAY 16



MINDEN-TAHOE FREQUENCIES

OTHER NEARBY AIRPORTS

CTAF: 123.050
AWOS: 119.325
(775) 782-6264

NORCAL APP: 119.200
CLR DEL: 133.250
RENO FSS: 122.250

Carson City (CXP): CTAF 123.000
AWOS 119.925

Lake Tahoe (TVL): CTAF 122.850
AWOS 124.725

Reno Intl (RNO): TOWER 118.700
ATIS 135.800

RUNWAY INFO:

FIELD ELV: 4,724' MSL

RUNWAY 16/34

7399'x100' (APH)
TPA: 5700' MSL
VASI
HIRL

Runway 16

Power: Right Traffic
Glider: Left Traffic

Runway 34

Power: Left Traffic
Glider: Right Traffic
Calm Wind Runway

RUNWAY 12/30

5299'x75' (ASPH)
TPA: 5700' MSL

Runway 12

Power: Right Traffic
Glider: Left Traffic

Runway 30

Power: Left Traffic
Glider: Right Traffic

RUNWAY 30G

2050'x60' (DIRT)
TPA: 5700' MSL

Runway 30G

Power: Left Traffic
Glider Ops: Right Traffic

Landing Only

NOISE ABATEMENT:

RWY34: Left Turn to 320 Before Crossing Johnson Lane

MINDEN TAHOE AIRPORT REMARKS:

Transient Parking in Front of the Taildragger Cafe'
24/7 Self-Serve 100LL AVGAS
Increased Glider Activity Northeast of the Airport
Glider Pattern is Right Traffic for Runway 30 and 34
Runway 30G (Dirt) is for Landing Only
KMEV now has a TAF

GLIDER DEPARTURE NOTE:

Glider departure on Runway 30 is left traffic and will cross mid-field en-route to the east side of the airport.