



## MINDEN-TAHOE AIRPORT MEV

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

### NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

### NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- MEV is classified by the NAHSP as a Regional Airport and in the NPIAS as a Regional Airport



 **Regional:** Supports regional economies connecting communities to statewide and interstate markets.

## AIRPORT REGIONAL VALUE

The Airport Regional Value (ARV) measures the economic, social, environmental, emergency, and facility metrics associated with each airport. ARV results can inform airports about the impact and benefit of specific capital improvements and demonstrates the tie between airport investment and economic impact. There are three components of ARV: economic impact, replacement value, and value rating variables (VRV). Economic impact and replacement value are featured on the back page of this brochure while the results of the VRV analysis, presented as an Airport Development Report, are presented in the centerfold.

# MINDEN-TAHOE AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
Regional Significance V <sub>RS</sub>	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	EMS, Firefighting, Helicopter Tourism, Skydiving, and Gliders	5
	Nearest Airport	N/A	14 Miles	2
	Longest Runway	Accommodate 100% of Small Aircraft Fleet = 6,170 Feet	7,399 Feet	5
	Based Aircraft	N/A	7%	5
	T-Hangar Ratio (THR)	0.60 - 0.70	0.61	5
	Fuel Availability	Jet A and 100LL, Full or Self Service (FS/SS) with Credit Card Reader	Jet A (Call-out) and 100 LL FS and SS with Credit Card Reader	5
	Aircraft Maintenance	Minor	Major	5
	Instrument Approach	Non-Precision with Vertical Guidance	Visual	1
	<b>Regional Significance V<sub>RS</sub> Subtotal</b>			
Airport Facilities V <sub>AF</sub>	Runway ARC Category	B-II	C-III	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Fair, PCI = 69	3
	Runway Lighting	Medium-Intensity	High-Intensity	5
	Taxiways	Full Parallel to Primary Runway	Full Parallel to Primary Runway	5
	Visual Aids	Rotating Beacon, Wind Cone, REILs, and PAPIs or VASIs	Rotating Beacon, Lighted Windcone, and VASI	4
	Weather Reporting	AWOS or ASOS	AWOS	5
	GA Terminal	GA Terminal with Public Restrooms and Pilots Lounge	GA Terminal with Public Restrooms and Pilots Lounge	5
	Utilities	Electricity, Water, and Sewer or Septic	Electricity, Water, and Sewer	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Cellular (Data/4G) and Wifi	3
<b>Airport Facilities V<sub>AF</sub> Subtotal</b>				<b>50</b>

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City  
**MINDEN**

FAA Identifier  
**MEV**

Classification  
**REGIONAL**



Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
Airport Protection $V_{AP}$	Height Hazard Zoning	Present	No	0
	Obstruction Mitigation	18:1 - 20:1	50:1	5
	Airspace Restrictions	N/A	41 Miles	3
	Runway Protection Zone	Full	Partial	3
	Land Use Compatibility	N/A	Less than 1 Mile	1
<b>Airport Protection <math>V_{AP}</math> Subtotal</b>				<b>12</b>
Airport Access $V_{AA}$	Community Access	N/A	4 Miles	4
	Regional Access	N/A	1.3 Miles	5
	Local Access	Collector (Major)	Interstate	5
	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, and Taxi or Ride Share	5
<b>Airport Access <math>V_{AA}</math> Subtotal</b>				<b>19</b>
Airport Expandability $V_{AE}$	Total Acreage Ratio	N/A	6	5
	Airfield and Aeronautical Property	N/A	7%	5
	Surplus Property	N/A	923 Acres	5
	Airfield Expandability	N/A	200 Feet	1
<b>Airport Expandability <math>V_{AE}</math> Subtotal</b>				<b>16</b>
Community Commitment $V_{CC}$	Last ALP Update	< 5 Years	2016	5
	Airport Management	Full Time	Full Time	5
	Historical Capital Improvements	≥ \$1.0 Million	\$11.86 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$5.86 Million	5
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Goodwill	N/A	Education Program and Website	4
<b>Community Commitment <math>V_{CC}</math> Subtotal</b>				<b>34</b>

### AIRPORT REGIONAL VALUE SUMMARY

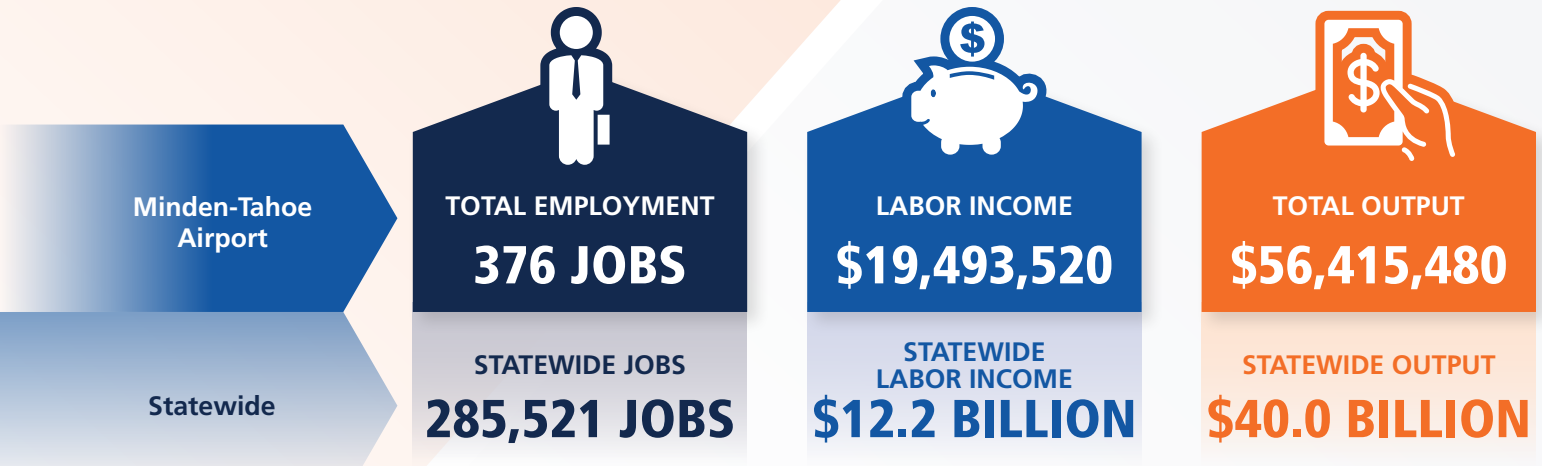
Total Score
  Maximum Score





# AIRPORT ECONOMIC IMPACT STUDY

The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of MEV are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



## AIRPORT OVERVIEW

Minden-Tahoe Airport (MEV) is a general aviation (GA) airport located in and owned by Douglas County, approximately 10 miles south of Carson City and 12 miles east of Lake Tahoe. The facility boasts two paved runways that are 5,300 and 7,400 feet in length and has an unpaved runway. The facility is home to many aviation and recreational businesses such as skydiving, helicopter, flight instruction, and other light sport flying. With the facility's ample aircraft parking and close proximity to South Lake Tahoe, it is a frequent destination for vacationers coming to ski, backpack, camp, and many other outdoor activities. The facility also supports critical services such as the occasional emergency medical and aerial firefighting operations. MEV is home to over two dozen business tenants including aircraft maintenance, aircraft fueling, flight schools, avionics, aircraft rentals, aircraft charter, and aviation supplies.

## AIRPORT REPLACEMENT VALUE

Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated based on existing facilities and current costs.

**\$117,508,000**  
Minden-Tahoe Airport

## MEV INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.

