

## **2018 STANDARD OPERATING PROCEDURES**

### **For SoaringNV at the Minden-Tahoe Airport (MEV)**

#### **WELCOME**

These operating procedures have been developed to help provide a safe, efficient and friendly environment for glider pilots, students and ride customers, as well as other users of the Minden Tahoe Airport. We appreciate your taking the time to read through the 2018 version of this document. Please let us know if you have any suggestions about how we may improve on these procedures.

***All pilots are expected to abide by these SOPs, airport rules, and the FARs. SoaringNV reserves the right to refuse service to anyone.***

#### **HOURS OF OPERATION**

SoaringNV normal business hours for 2018 will be 9 AM – 6 PM every day. We may close for the day if weather is not flyable—high wind, rain, snow. If you have doubts, call first.

#### **DAILY CHECK IN**

Planning tow resources for the day is a critical piece of our customer service puzzle. Please notify us as soon as you know your flight plans for the day—the day before if possible. Check in can be by e-mail to [info@SoaringNV.com](mailto:info@SoaringNV.com), a voice message at 775.782.9595, or a personal visit to the front desk where you can add your name to the list. Let us know your flying plans for the day and any extra services you may need.

If planning to fly cross-country, we encourage you to have your own crew on call. If SoaringNV is to be your crew, please register your SPOT or Garmin tracking device on the SSA website (SSA.org.) We need you to leave written instructions providing the location of your vehicle, trailer and keys. Retrieves using your vehicle are at the discretion of SoaringNV staff. We do not guarantee same-day retrieves. Please plan your land-out gear accordingly. There will be a \$30/hr. after hours charge for staff to wait past 6 PM. As a courtesy to our staff, please check in around 5 PM on the SoaringNV frequency 122.85.

#### **CHECKOUTS**

SoaringNV is located in the middle of some of the most outstanding and challenging soaring conditions in the world. In order to safely fly in this environment many licensed pilots who have not flown in mountain conditions require some extra training.

Our checkouts are designed for the safety of you, those you share the sky with, and our equipment. These checkouts must be repeated every 12 months, although at the discretion of a SoaringNV Instructor, checkout requirements may be waived.

**Area Checkout** – Designed to familiarize a pilot new to the area with our airport operations, flight patterns and landmarks.

**Glider Checkout** – Requirements vary depending on the glider you would like to fly. A SoaringNV instructor will be glad to review this with you.

**Wave Checkout** –You will not be able to rent a SoaringNV glider to fly solo in wave conditions until you have demonstrated proficiency in crosswind take off and landings, and have taken at least one wave flight with an instructor. Wave conditions here can be strong and variable—skill and judgement is paramount to your safety.

**Wave Window Checkout** –Knowledge of the rules of our LOA with the FAA along with proficiency in specific high altitude safety areas must be demonstrated before flying above 18,000' into the Minden Wave Windows.

**Cross Country Checkout** – If you plan to take a SoaringNV glider out of glide range of KMEV, you must complete a cross-country check-out with one of our instructors.

**Aerobatics** –Although dual aerobatic instruction is available, we do not allow customers to perform aerobatics in SoaringNV gliders.

## **MINDEN TAHOE AIRPORT**

The Minden Tahoe Airport (KMEV, field elevation 4705') is a non-towered airport. The airport can be quite busy, especially during the summer months. Traffic consists of everything from parachutists, ultralights, small training aircraft, helicopters and gliders, to large business jets.

There are two crossing runways at KMEV, 34/16 and 30/12. Runway 34/16 is 7,395 feet long and 30/12 is 5,289 feet long.

Airport offices, FBOs, The Taildragger restaurant and all tie-downs are located on the west side of the airport. Windsock locations are indicated in orange on the map that follows.

## **OXYGEN USE**

SoaringNV gliders are equipped with Mountain High EDS oxygen units. Pilots are responsible for knowing how to use this system (please ask for a briefing if unfamiliar). We recommend you use oxygen above 10,000' MSL. You might find it more convenient to put on your cannula before you tow.

If you own your own glider and would like to have SoaringNV fill your oxygen bottle, the bottle must meet the inspection requirements of 49 CFR 180.209. Foreign manufactured cylinders, or cylinders marked DOT 3, 3A, 3AA, 3AL, require testing every 5 years.

## **GLIDER ASSEMBLY**

Private owners can assemble their gliders on the apron to the northeast of the office, or on the closed runway on the east side of the airport. Glider assembly is not permitted in any area that results in a taxiway being blocked. To access the east side glider assembly area, use Bliss Road, which is the path marked by a yellow line on the airport diagram which is attached as the last page. Do not tow your glider trailer across the active runways.

Please make sure your trailer is tied down when not attached to a vehicle. Strong winds and dust devils can damage your trailer, and other trailers and aircraft in the vicinity. Do not leave your glider canopy or trailer open.

## **GROUND MOVEMENT**

Moving from the ramp to the glider staging area means crossing both runways. Only authorized personnel are allowed to drive vehicles on the airport runways and taxiways. Soaring pilots are to limit surface movements to a minimum as required by the FAA and airport management (and common sense, really.) If you are using your vehicle to tow your glider trailer to the assembly area on the east side, access that area by using Bliss Road, marked by the yellow line in the airport diagram.

You are required to display an airport issued access waiver to move assembled gliders from the ramp to the glider staging area using a golf cart or other vehicle. Anyone can become authorized and obtain an airport-issued access waiver by passing a short written knowledge exam administered by Airport Management. Simply study the booklet titled, [Airport Familiarization](#), available at the airport office (775) 782-9871 and complete the test with a passing grade. Once you have been issued your waiver you must equip your vehicle with an orange and white checkered flag or orange flashing beacon and a radio tuned to 123.05.

If you do not have an access waiver, a SoaringNV staff member will assist you in moving your glider to the staging area and back to the ramp after your flight. Self-launching gliders requiring ground services will be charged \$60/hr., billed in 15-minute increments. Please arrange to have your glider moved to the staging area before 11 AM on busy summer days. During peak launch times, there may be a delay in towing your glider to the staging area due to busy ground crew and increased aircraft traffic.

## **TOW ROPE / WEAK-LINKS**

SoaringNV uses tow ropes with a manufacturer's rated breaking strength of 2000 lbs. End connection hardware is tied using a bowline, which reduces the breaking strength to about 33%. Therefore, the in-service breaking strength of the rope is 1334 lbs.

Per FAR requirements:

The maximum glider weight shall be  $(1334 \text{ lbs.}) / 0.8 = 1670 \text{ lbs.}$

The minimum glider weight shall be  $(1334 \text{ lbs.}) / (2.0) = 670 \text{ lbs.}$

Check the flight manual for your glider to determine whether or not you need a weak link for your glider. SoaringNV will use the “weak link” adapter you provide.

## **RADIO USE**

Every glider receiving a tow from SoaringNV must have a working radio.

Frequencies:

Minden CTAF	123.05	
Soaring NV Base	122.85	
Glider to glider	123.3	or
	123.5	
NorCal Approach (south of Reno)	119.2	
NorCal Approach (north of Reno)	126.3	
Minden AWOS	119.325	
RNO ATIS	135.8	
RNO Clearance Delivery	133.25	

Minden's CTAF is 123.05. Use this frequency when departing, flying in the pattern, approaching or operating in the vicinity of the airport. Communication between gliders when away from the airport is usually on 123.3, or 123.5. Chatter on the CTAF frequency must be kept to a minimum. If you need to convey information about lift, discuss flight direction or anything else, please switch to either 123.3 or 123.5.

SoaringNV welcomes pilot reports on the SoaringNV frequency of 122.85.

To help increase safety for all aircraft in the area around the Minden Tahoe airport, NorCal TRACON (NorCal Approach) has requested increased radio communication from glider pilots when above 10,000' MSL within 40 NM of Reno, and at any altitude when within 20 NM.

## **PREFLIGHT INSPECTION**

Please complete preflight inspections and positive control checks before moving your glider to the runway/staging area.

## **STAGING/LAUNCHING**

### *Normal Operations*

We will operate on runway 30 when the winds permit. We can normally launch from the glider staging area, although on higher density altitude days or in heavier gliders, you will want to roll your glider back to make use of the full length of runway 30.

If the wind favors runway 12, 16 or 34, we will stage and tow off those runways. For runways 16 and 34 this is commonly done from the intersection provided the glider is not too heavy and density altitude is not a factor.

### *Radio Check*

Please perform a radio check before hooking up to the tow plane. We want to spend as little time as possible on the runway, so be ready to go when the tow plane taxis up in front of you. If you are not ready to start your tow immediately, please stay behind the yellow hold short lines.

### *Intersection Launches*

If you plan on launching from “the intersection” on runway 34, please take the time to observe the newly painted hold back line. This year, there will be less space to stage gliders at the intersection and it will be a longer roll to the 16/34 runway. DO NOT pull your glider onto the runway until you have been informed that a tow plane is ready for you. Please understand that during peak times, we try to launch gliders as efficiently, quickly and fairly as possible. However, often preference will be given to the gliders in the 30 staging area. If you want to insure a timely departure, arrange to have your glider in the staging area before you are ready to launch.

### *Motor Glider Launches*

Motor gliders under power should follow standard procedures for power traffic at MEV. Motor gliders launching from 34 should make a right turn after departing to avoid tow planes launching from 30, and to provide an easy right pattern for 30 in case of an engine failure. If launching from 30, a standard left 270° turn should be made inside of the normal traffic pattern for 34.

## **TAXIWAYS**

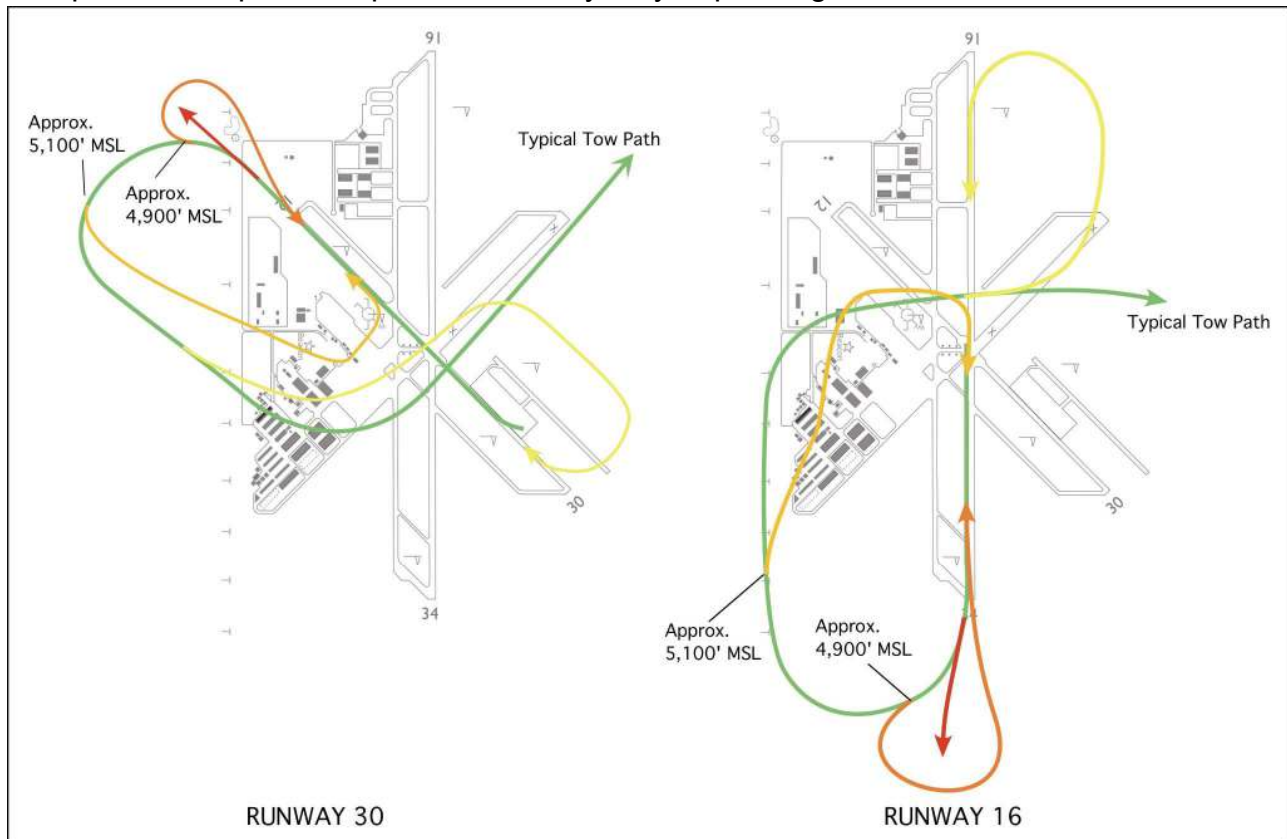
Do not block taxiways. When staging at the intersection, please obey all markings and take care not to block the taxiway for any other GA aircraft that may need to maneuver in our shared space. After landing and rolling into the intersection, move your glider clear of the intersection as soon as practical. After landing and rolling into the staging area, move your glider past the hold short lines as soon as practical

## **ROPE BREAK PROCEDURES**

The following diagram shows the typical emergency procedures in case of a premature release from tow. The green line shows our normal tow path. Below 200' AGL, you

should land roughly straight ahead, as shown by the red line. Between 200' and 400' AGL, a 180° turn is possible, followed by a downwind landing (orange line). Above 400' AGL, an abbreviated pattern (left or right) can be performed.

The preferred rope break procedures may vary depending on wind and other conditions.



*Standard Rope Break Procedures*

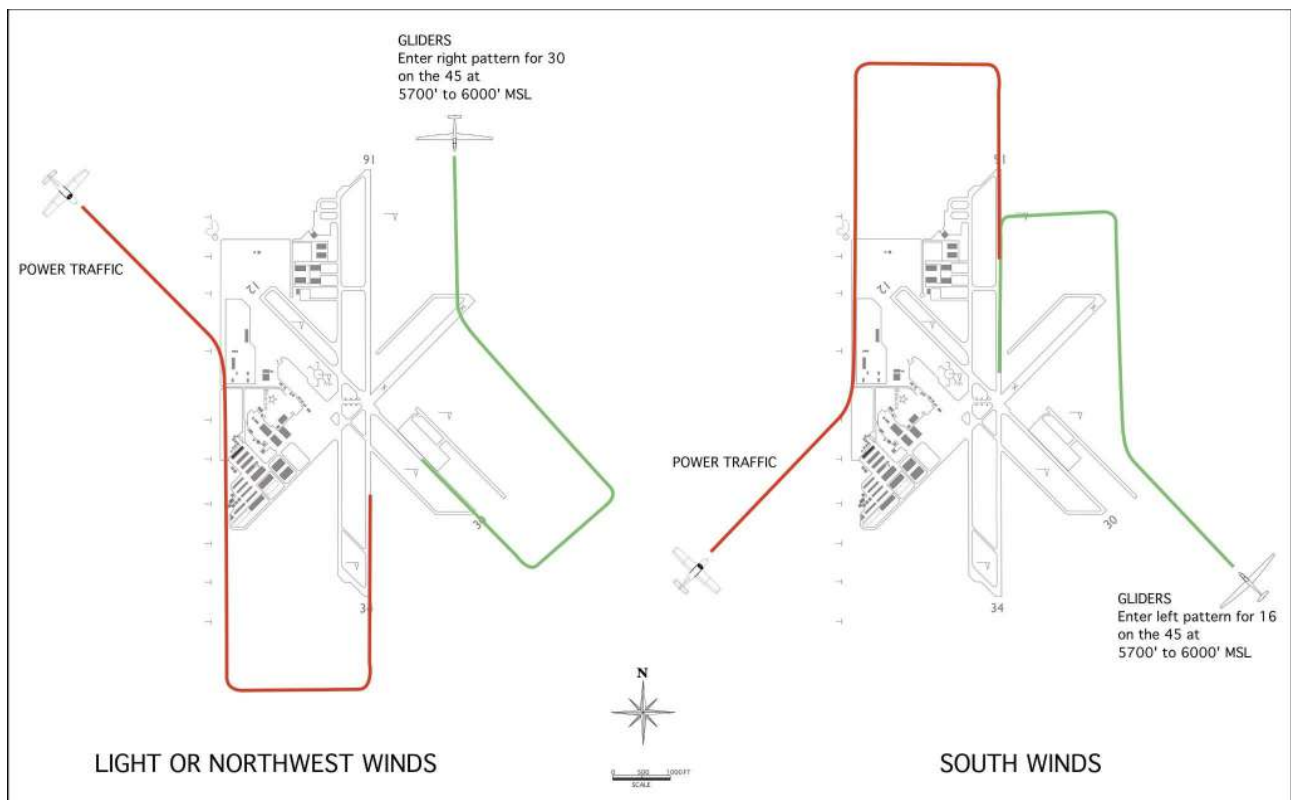
### **WHITE MOUNTAIN PROCEDURE ALPHA**

In the summer months a large number of gliders fly at high speed on the White and Inyo Mountains. To prevent a catastrophic mid-air collision, Procedure Alpha was designed to define checkpoints at which pilots make radio transmissions announcing position, altitude and direction of travel using frequency 123.5. Please reserve 123.5 for gliders flying on the Whites or Inyos. For the safety of all who enjoy the Whites, we ask you to obtain and familiarize yourself with Procedure Alpha. Copies are available from our instructors. Only with everyone's cooperation can Procedure Alpha be effective.

### **STANDARD LANDING PATTERNS AT MINDEN**

To maintain separation between power and glider traffic at KMEV, gliders fly patterns to the east of the airport and powered aircraft fly patterns to the west. Under calm conditions, power traffic uses 34 and glider traffic uses 30. Powered aircraft use a left-hand pattern for 34 and 30 and a right-hand pattern for 16 and 12; gliders use a right-hand pattern for 30 and 34 and a left-hand pattern for 12 and 16. Wind conditions occasionally necessitate

all types of aircraft use the same runway. When flying on the west side of the airport, gliders should stay above 7,000' MSL. If conditions necessitate landing on the closed runway (runway 21), use a left-hand pattern.



*Standard Landing Patterns for Gliders and Power Traffic*

## LANDING

Check the AWOS (119.325) before landing so you will know which runway is appropriate. It is not uncommon for winds to shift in the afternoon. If landing wind favors 34 or 16, plan to land long so you can roll to the intersection and clear the runway. Once you land, please clear the runway as soon as possible.

In very strong southwest winds, the closed runway (Runway 21) may be the safest option. Investigate this on the ground before launch so you are comfortable with your choice. We also recommend you use a higher/faster approach to accommodate strong wind gradient on short final.

If you plan on rolling through the intersection of the runways, make sure that there is no cross traffic. If for any reason your radio has failed (such as a dead battery), DO NOT roll through the intersection.



Once you have landed, please clear the runway (cross the hold-short lines) as quickly as possible. If you are unable to “taxi” off of the runway, quickly get out of your glider and clear the runway. This is important for safety, as well as for keeping good relations between power and glider traffic by not tying up the runways unnecessarily.

### **LATE RETURNS/RETRIEVES**

During the summer, SoaringNV will have ground staff on the airport until 6:00 PM. For a charge of \$30/hr., SoaringNV will keep a staff member here past 6 PM to wait for you.

If SoaringNV is your crew, we expect a status update on 122.85 around 5:00 PM.

Retrieval is at the discretion of SoaringNV and will be determined on a case by case basis, based on staff availability and your location. Please fly with a land-out kit and be prepared to spend the night if you land out in a remote area. Our staff will get you as soon as we can.

Because of the nature of the high desert, we teach an “airport within reach all times” flying style. Although we want each pilot to have the confidence to land anywhere, we encourage all land-outs to be at an airstrip.

Aero retrieves will only be conducted from approved airfields, subject to the discretion of SoaringNV and the tow pilot. Rates are based on the clock time the tow plane is gone from KMEV “round trip.” Ground retrieve of gliders is billed round trip, by the hour, with an additional mileage charge.

Ground retrieves of rental gliders will be done under the supervision of an employee of SoaringNV. Glider rental is charged (up to 5 hours per day) during regular business hours, until the glider is back at KMEV, assembled and ready to fly. Non-SoaringNV gliders will be retrieved when staff personnel are available. Private glider owners are encouraged to have their own crew on standby. The use of private automobiles for retrieves by SoaringNV staff is at the discretion of SoaringNV.

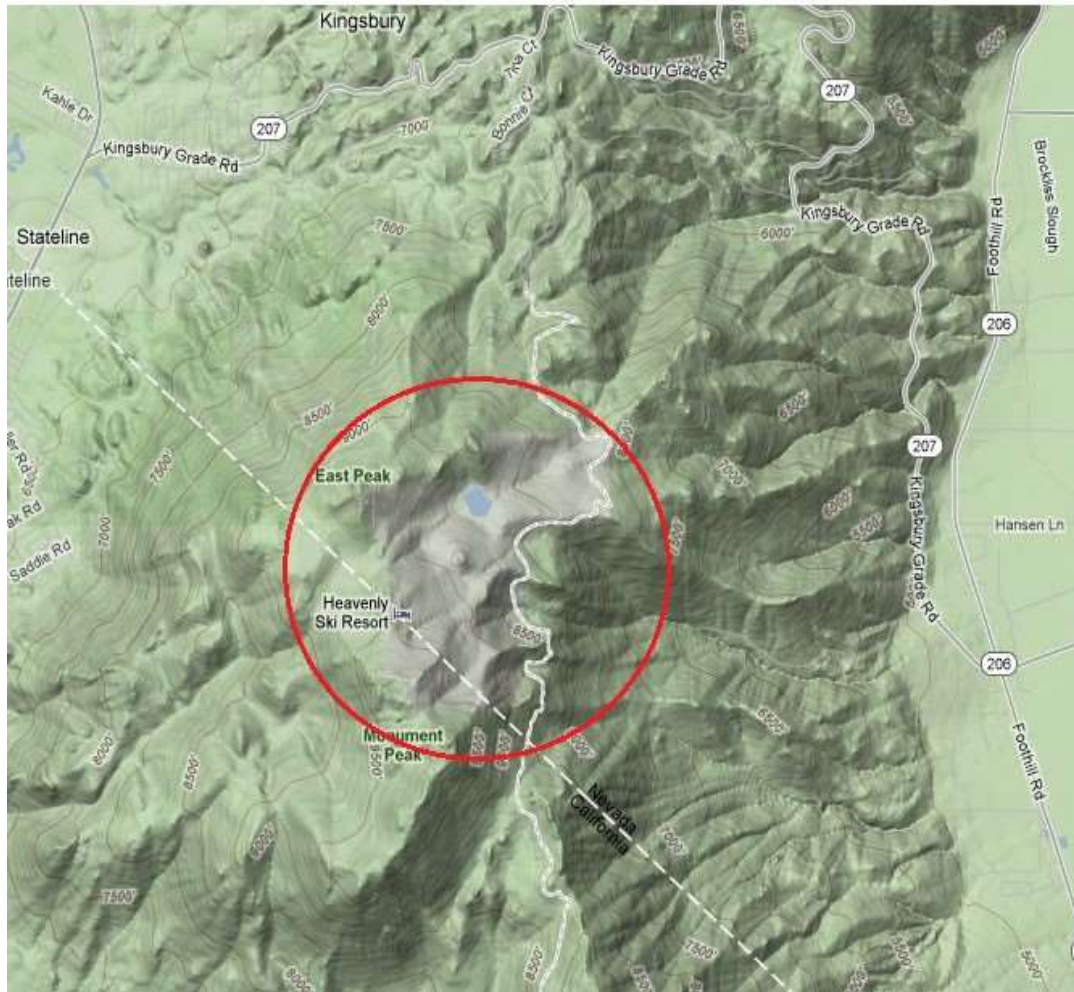
### **RESERVATION/CANCELTION POLICY**

SoaringNV policies regarding reservations and cancellations are published on our website, and are available in the front office. All customers need to be familiar with the current policies.

### **SPECIAL GUIDELINES FOR FLYING OVER HEAVENLY SKI RESORT**

SoaringNV requests all staff pilots and renters of SoaringNV gliders to maintain a minimum distance of 750’ AGL over Heavenly Mountain Resort Ski Area. This is an enhancement to part 61.119 of the FARs, done in cooperation with Heavenly management. For specific boundaries, please refer to the topographical map below.





Weather and wind conditions are variable over the mountains, with land-out options limited within the Tahoe Basin. Please remember the South Lake Tahoe Airport (TVL) is the best place to land in the Basin if return to Minden Tahoe Airport (MEV) is not possible. Skiers and hikers frequent the trails on the US Forest Service property making up Heavenly Mountain Resort. In addition to the buildings and structures dotting the hills, there are many difficult to see cables, making for hazardous conditions for pilot, passenger and people on the ground. Violation of this guideline, other than for pilot emergency, will be taken seriously and may result in refusal of rental privileges.

Plenty of ridge flight can be experienced to the North or South of Heavenly Valley along the Carson Range.

Pilots flying their own gliders are asked to understand that Heavenly Mountain Resort is a busy resort with people, equipment, and cables. SoaringNV strives to be a good neighbor in supporting all forms of outdoor recreation with the utmost margin of safety. The bottom line is: maintain at least 750' from Heavenly Mountain Resort. Thanks for making our soaring safer and being a good neighbor!

Page Intentionally Left Blank

**COORDINATES:**

39° 00' 02" N 119° 45' 10" W

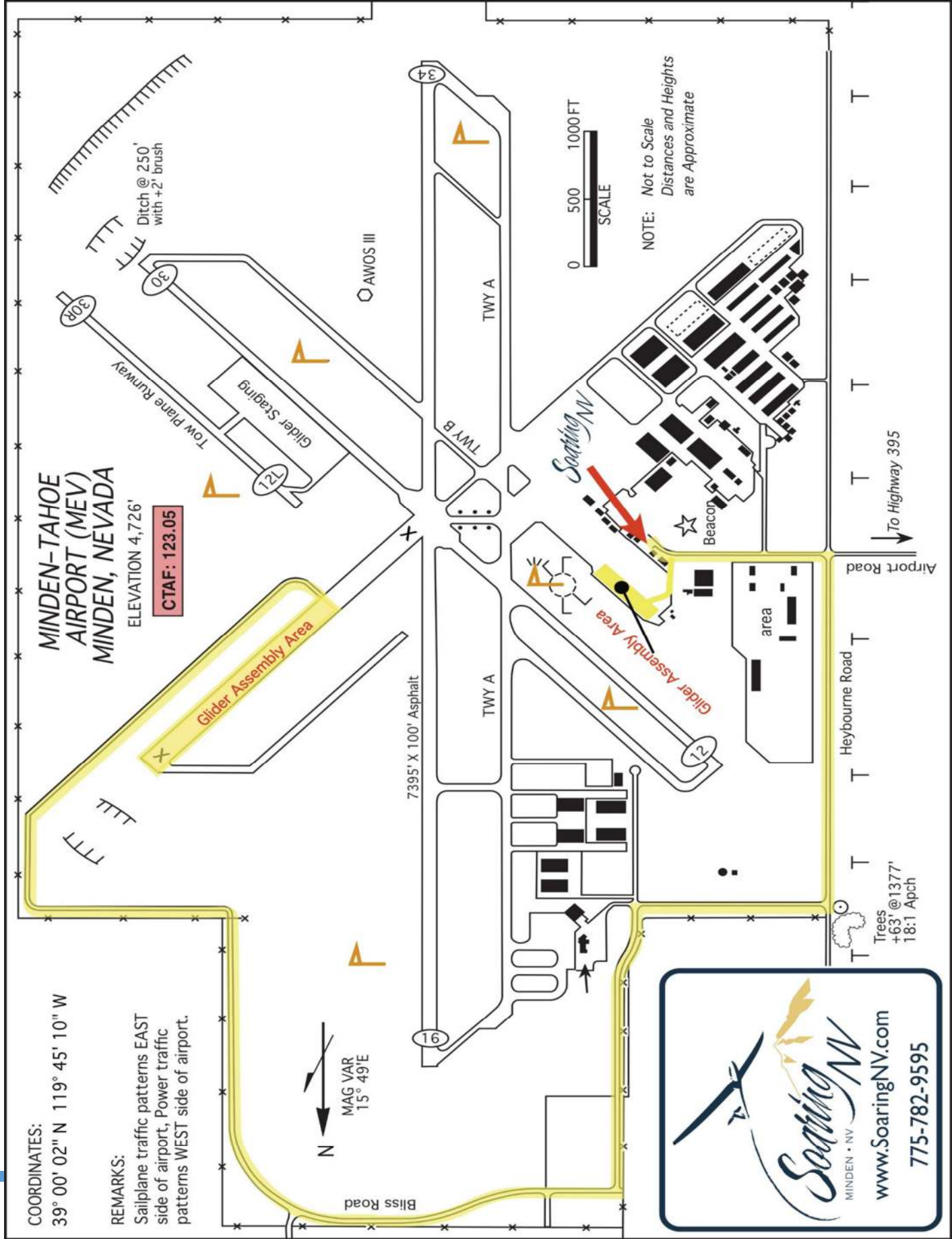
**REMARKS:**

Sailplane traffic patterns EAST side of airport, Power traffic patterns WEST side of airport.

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

ELEVATION 4,726'

**CTAF: 123.05**



**www.SoaringNV.com**  
775-782-9595