

Black Rock City Spaceport

Advisory Information “Whiskey Breath”

This notice serves as a sort of pre-event ATIS-type advisory to aviators. It contains many useful tips and some important rules that you MUST, and will, become familiar with.

It would be smart to read and study this material before landing at BRC. By doing so, you may feel safer, more confident and more in-the-know than others who arrive without doing their homework.

After reading this advisory, you will have earned the right to fly into the pattern upon arrival and announce to everyone on the radio that you have Whiskey Breath!

Airport Information

- The airport is on the 245 radial from the Winnemucca VOR at approx 64 DME.
- Field Elevation is 3950' MSL.
- The runway is aligned mostly SW to NE. (typically 04/22)
- Right traffic for the NE runway, Left traffic for the SW runway.
- CTAF and UNICOM monitor 122.9.
- Runway length is approx 132,000 feet with approx 5000x75 feet graded prior to the event to remove the big bumps.
- Runway width is approx 42,240 feet with only the easternmost 12,000 feet usable due to the placement of Black Rock City.
- The runway is not lit, is not paved, and is not controlled.

UNICOM

- The Airport provides advisories via volunteer UNICOM operators on 122.9 MHz.
- Advisory Information is updated as needed and is available at the Daily Pilot Briefings or at the UNICOM station.
- Upon initial contact, pilots are asked to please inform the UNICOM operator that you have “Whiskey Breath”. This informs them, and everyone else in the air, that you did your homework, which eases tensions dramatically.
- Information that affects safety of flight will be provided over the radio.
- If you leave the area and return, tell the operator that you have information Bravo or Charlie or whatever was current when you left. This tells them, and others, that you're not newly inbound and that you don't need special instructions or parking assistance.
- The range of the local UNICOM radio is limited. They may hear you before you hear them.

Arrivals

- Please Contact UNICOM and provide a position report approx 10-15 miles out. This gives us more time to respond in case of a busy traffic pattern.
- Don't panic if it takes UNICOM a couple minutes to respond. Make an initial position report to alert traffic already in the pattern of your arrival and somebody will be right with you.
- Your position report should clearly state that you have "Whiskey Breath", or the current advisory version, as appropriate.
- Get the latest Advisory Info upon your arrival at BRC Int'l and before each flight.
- Position reports are expected on the ground as well, such as when taxiing or departing the active runway.
- Contact UNICOM when clear of the active runway. If arriving for the first time, they may be able to help you locate an appropriate parking spot.
- Never fly your landing pattern over the city, stay over the RR tracks to the East.

Departures

- Departures are not permitted until you attend one of our pilot briefings. Briefings are available at our scheduled morning pilot meetings. Impromptu briefings are available, but not guaranteed. Inquire at UNICOM when you arrive for details.
- Get the latest Advisory Info before each flight, as well as all available information pertinent to your intended operation. The CFR's still apply here.
- The UNICOM station has current temperature, Altimeter Setting, Density Altitude Charts, Sectionals, and a variety of other useful stuff that pilots can use. Stop in if you have ?'s.
- Position reports are expected on the ground too, such as when taxiing or entering the active runway.

Parking

- When arriving for the first time, contact UNICOM when you have cleared the runway. They can give you general taxi directions, and let you know where to look for an open parking spot.
- Always park in your spot. If you need to change, just ask the on-duty Customs Supervisor to help you get a new spot.
- If you plan to fly a lot during the event, please park at the edge of the tie-down area, away from the fence and the village.
- If possible, try to pull your plane out of the parking spot and turned into the traffic lane before starting your engine(s). Position the plane perpendicular to the parked aircraft so your prop wash goes down the movement lane, and not onto other planes and/or camps.
- You are morally and legally responsible for the effects of your prop-wash.
- Do NOT park close to other planes. This is not Oshkosh and we do not cram the planes in tightly. Leave at least 2/3 of a wingspan between your wingtip and your neighbors. More if their plane is really nice or appears heavily armed.

Tickets

- Your Will-Call tickets are available at the Terminal. Cash sales are also available, at prevailing rates. Customs Agents can assist you when you arrive.

General Safety

- Prevailing winds are generally out of the SW but high-pressure systems sitting offshore or just inland typically send us winds circulating out of the N-NE. It's the desert, and the weather can be quite varied.
- Every pilot who lands here more than once uses soft-field techniques. Short-field is a No-No.
- Density Altitude is a genuine concern and usually ranges from 4000' to 7000'.
- ATC radar services are available in the area and many VFR pilots get Flight Following to BRC.
- The controllers in Reno are familiar with our location, and it's OK to give them Burning Man as your destination when requesting flight following.
- The hottest time of day in the desert is from 2-4pm. Most folks avoid landing during that time, preferring to arrive in early morning or early evening before dark.
- Afternoon thunderstorms are not uncommon in this desert. Stay alert to weather changes.

Scenic Flights

- The accepted practice is to circle the city just outside the trash fence at 5000' MSL or greater in a clockwise direction. This is called the Scenic Pattern (as opposed to the Landing Pattern).
- Position reports are made with reference to The Man. The accepted practice is to announce yourself at 3 o'clock, 6 o'clock, 9 o'clock and 12 o'clock to The Man and to include altitude. This may occasionally be difficult due to congestion on the frequency. Just do the best you can and if you're at 4:20 to the Man, say so - which, by the way, is directly over the Airport. An innocent coincidence, we're sure.
- When making position reports, do not use your call-sign for identification. Nobody can see it anyway. Use words like Blue Cessna, White Mooney, Red-White-And-Blue Biplane, etc. A perfect position report would be, "Silver High-Wing, 8 o'clock, 5400". This helps pilots who may not know what to look for when someone says they have a Bellanca or a Yak.
- Pilots flying the clockwise Scenic Pattern typically omit direction of flight in their position reports. But if you insist on flying counterclockwise, and do not state so, others will assume you are flying clockwise.
- Pilots are strongly encouraged to consider the ramifications of flying counterclockwise into oncoming scenic traffic.
- Local BRC rules state that aircraft should not fly directly over the City. Stay outside the trash fence.
- 14CFR Part 91 states that aircraft shall not fly over a large gathering of people at an altitude less than 1000' AGL. Burning Man qualifies as a large gathering. Expect to receive FAA enforcement action for a violation. Seriously.
- The Scenic Pattern puts the pilot on the wing-up side of the plane and passengers with cameras on the wing-down side and usually works well.
- There is enough space between the City Limits and the runway so that scenic flights do not interfere with landing traffic.
- Your passengers will need a special wristband to go through the gate and enter the tie-down area. Customs Agents will assist you.

Taboos

- The local hot springs are off-limits to Burning Man participants. Don't try to fly there. The BLM monitors the area and they're zealous about issuing citations.
- Be mindful of regulations surrounding flights for compensation.
- Don't dust out your neighbors with your prop wash.
- Be a good ambassador. Do NOT do anything to cast the airport or our operations in a negative light to the citizens of BRC. They are just like the citizens of any other metro area; uninformed about GA and laboring under the false hype and hysteria from the media and the illegally-installed fascist regime in Washington DC.
- Flagrant infractions of local rules, radical disregard for public safety and/or random acts of aerial mayhem will likely be witnessed by representatives from Reno FSDO, who visit us almost every day. You have been warned.
- Eight hours bottle-to-throttle. This is a friendly reminder from all the people who don't want you to involve *them* in *your* accident.

Fuel

- There is no fuel available at BRC unless you or your campmates bring it.
- Fuel theft is punishable by death. Seriously.

Survival

- There are no phones in BRC and Cellular phones do NOT work.
- It is customary to close flight plans in the air approx 15 miles out.
- You may need to be above 8000' MSL to reach FSS.
- All arriving aviators are expected to have read the sections on the BM website that pertain to the Airport and its operations, this advisory information, and reviewed the airport layout diagram posted at www.portofentry.org website.

Airport Village

- The airport has a Terminal, The Phoenix Bar, an FBO (the Black Rock Travel Agency), a ticket office and porta-potties.
- There is ample bike parking plus room for large art vehicles to enter, park and maneuver safely.
- There is a Message Board, and a Rider Board.
- Pancake Breakfast is held on Thursday. Everyone is invited.
- 2006: Grand Opening Gala for the new Terminal (as yet unnamed) is 8/31. Happy Hour starts at 5pm and the ceremony begins at 6pm. After we get all liquored up, we'll head out after dark and watch TigerTiger participate in the world's largest fire spitting extravaganza!!!