

Black Rock International Airport Information Whiskey Breath

2006

Review the attached Flight Paths diagram (other page) and the Layout Plan on this page. Traffic pattern is on the side away from the city. Exact location and orientation of runway is not known. Be prepared for changes.

Scenic tours circle the city clockwise at or above 5000' MSL. Make position reports relative to the Man and the city streets. Center Camp is at 6 o'clock. Use your aircraft type and color, not reg number (i.e. "white and orange Tiger at 7:00, 5300)

Check density altitude. Your ground speed will be higher than sea level, so fly the instruments to maintain proper airspeed.

Briefings are mandatory before making any local flights. You do not need a briefing before your first arrival, or if you are dropping off passengers and not returning.

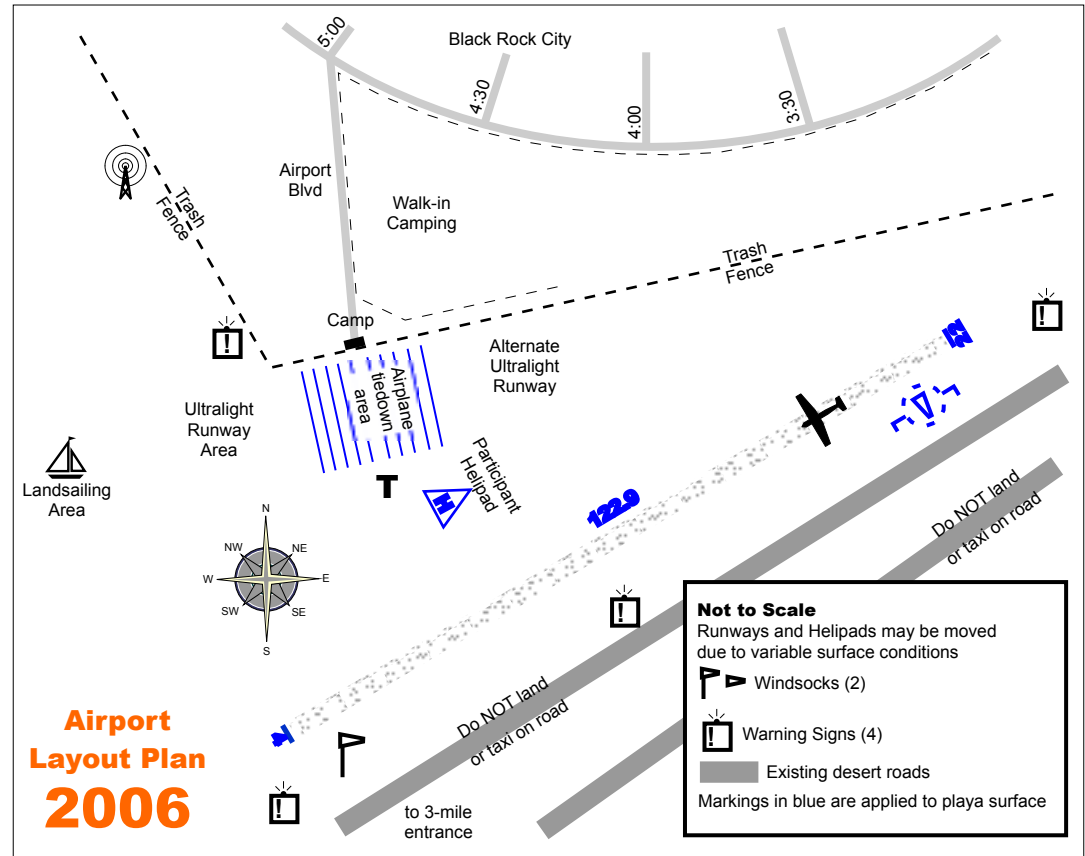
All FARs are in effect. Buzzing will not be tolerated.

Use soft-field technique. There are no obstacles, and you have miles of clean overrun.

No phone service. Cancel flight plans in the air above 8000' MSL.

No night landings. Plan to arrive well before sunset, or spend the night at a nearby lighted airport and come in after sunrise. It's hot and bumpy and gusty mid-day.

Contact Black Rock Unicom on the CTAF 122.9 for advisories. Advise you have Information Whiskey Breath. Transmission range is limited (< 10 nm)



No fuel, no phone, no pets, no fireworks.

Transient parking is outside the tiedown area, between rows 5 and 6 (at the T). Do **not** taxi up to the trash fence.

Be very aware of your prop blast and the dust. Pull your plane out before starting up. Let folks who are camping with their plane have the spaces closer to the Terminal Building.

Additional Information: <http://www.portofentry.org/>
http://www.burningman.com/on_the_playa/airport