

## **Black Rock City International Airport Advisory Information 2008 – “Yankee Doodle”**

This notice serves as a pre-event ATIS-type advisory to aviators intending to land at Burning Man’s Black Rock City International Airport (BRC). It contains many useful tips and some important rules that you **MUST** become familiar with to improve operational safety for you, your passengers, your fellow aviators, and all event participants. It is intended for use by all aviators, both first-timers and experienced veterans.

Flying to BRC is an awesome and unforgettable experience. To keep this privilege, all aviators must do their utmost to maintain safe operations at all times, and that begins with education and preparation.

### **Study this material carefully before landing at BRC!**

**Flying in the Black Rock mountainous desert region is dangerous. Winds are treacherous, storms are sudden and violent, density altitude is high, dust storms can reduce visibility to zero, and hospitals are far away. The landing surface is unpaved, and safe landing conditions are not guaranteed. You are entirely responsible for your own safety and that of your passengers. Take any and all reasonable safety precautions, including but not limited to taking a mountain flying seminar and practicing with an instructor at a hot, high, and windy airport. Avail yourself of any and all resources to prepare for flying under these conditions.**

**Density altitude is a major consideration for safe flight. Be prepared for density altitude of 7,500 feet or greater in the afternoon. Your aircraft may not be able to get off the ground under these conditions. Be very familiar with the performance of your aircraft in high density altitude operations.**

**The skies around BRC can get crowded. Not all aircraft will be communicating on CTAF. Keep your eyes open at all times for traffic.**

**By familiarizing yourself with the following materials, you will provide yourself with increased situational awareness that can save your life and the lives of others.**

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 information “Yankee Doodle”!

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## **Airport Information**

The Airport is on the 245 radial from the Winnemucca VOR at approx 64 DME.

Field Elevation is 3,904' MSL.

The runway is aligned SW to NE and is designated 04/22.

Runway threshold coordinates are:

<b>Position</b>	<b>Latitude</b>	<b>Longitude</b>
RWY 04 Threshold	40° 45' 26.4" N	119° 12' 46.3" W
RWY 22 Threshold	40° 45' 57.0" N	119° 11' 50.6" W

Right traffic for Runway 04, Left traffic for Runway 22.

Approaches are detailed below. First-time aviators to BRC should pay special attention to the approaches and visual references; everyone else just needs to stay outside the trash fence and away from the dunes.

CTAF and UNICOM monitor 122.9 MHz.

Runway length is approx 132,000 feet with approximately 5,280x50 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.

The Airport is closed at the end of civil twilight. Night landings are prohibited.

## **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 information “Yankee Doodle”. 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.

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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 approximately 10-14 miles out. This gives us more time to respond in case of a busy traffic pattern.

Arrivals from the West:

- 14 miles out is over the Empire Airport (1A8)
- 10 miles out is over the town of Gerlach

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 “Yankee Doodle”, or the current advisory version, as appropriate.

Get the latest Advisory Info upon your arrival at BRC International 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 railroad tracks to the East.

### Approaches and Diagrams

An approximate diagram of the perimeter fence, the runway, and the approaches is available in Google Earth© kmz file format on this site. If you have not flown to BRC before, it is strongly recommended that you familiarize yourself with the detailed approach information below. (Note that as of this writing, Google Earth still is showing the overlay of the 2007 city; the 2008 event perimeter is indicated in the kmz file.)

Approximate coordinates are provided for informational purposes only.

<b>Position</b>	<b>Latitude</b>	<b>Longitude</b>
RWY 04 Threshold	40° 45' 26.40" N	119° 12' 46.30" W
RWY 04 Turn to Base Leg	40° 43' 37.30" N	119° 13' 09.10" W
RWY 04 Turn to Final – 1.5 miles from Threshold	40° 44' 40.50" N	119° 14' 09.80" W
RWY 22 Threshold	40° 45' 57.00" N	119° 11' 50.60" W
RWY 22 Turn to Base Leg	40° 45' 39.90" N	119° 09' 26.30" W
RWY 22 Turn to Final – 1.5 miles from Threshold	40° 46' 43.00" N	119° 10' 27.20" W
Perimeter (trash fence)	40° 46' 56.76" N	119° 14' 02.63" W

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Point 1 – NW Corner		
Perimeter Point 2	40° 48' 18.08" N	119° 13' 11.87" W
Perimeter Point 3	40° 48' 06.61" N	119° 11' 13.98" W
Perimeter Point 4	40° 46' 38.23" N	119° 10' 52.06" W
Perimeter Point 5	40° 45' 55.38" N	119° 12' 36.32" W

### **Runway 22 Approach**

Runway 22 is typically the runway in use for much of the event. In 2008, it has very good visual reference points to follow. The following is the suggested squared left traffic approach. Pattern altitude is 5,000' MSL, which is approximately 1,100' AGL.

If you're arriving from the West, follow the railroad tracks heading East from Gerlach for 11.3 miles to establish yourself on downwind. At the kink in the tracks where they turn slightly to the South, you are abeam and 1.5 miles Southeast of the RWY 22 Threshold. You're just short of being abeam of the peak of Razorback Mountain, the 5,495' peak to your Southeast.

Maintain a heading of 40° for 1.5 miles past the kink in the tracks to turn onto base. On base, you will be on a 310° heading, and you will be descending 1.5 miles towards and to the right of Point 4 of the orange trash fence. On turn to final, you're 1.5 miles out from the RWY 22 Threshold; on a 3 degree slope, you are approximately 415' AGL.

On final, you're heading 220° and roughly parallel to the orange trash fence on your right. If it isn't very dusty, you will see a dark-colored area to your left. This is Coyote Spring, a hazard in the form of a large dune rising up from the flat. Your approach will be between the trash fence and the dune.

As you approach the threshold, you will overfly a diagonal dirt track (road) just before touchdown. Do not land short of the threshold.

After landing, exit the runway to the right and contact UNICOM for parking instructions. The Air Terminal is the large structure near the trash fence.

### **Runway 04 Approach**

Runway 04 is the alternate runway for use when winds shift to Northeasterly. The following is the suggested squared right traffic approach. Pattern altitude is 5,000' MSL, which is approximately 1,100' AGL.

On the Southeast side of the playa, follow the railroad tracks heading Southwest towards Gerlach to establish yourself on downwind. At the point abeam the RWY 04 Threshold, continue on a heading of 220° for 1.5 miles before turning onto base. On base, you will be on a 310° heading, and you descend 1.5 miles before your turn onto final. On turn to final, you're 1.5 miles out from the RWY 04 Threshold; on a 3 degree slope, you are approximately 415' AGL.

On final, you're heading 040° and roughly parallel to (but slightly towards) the orange trash fence on your left.

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After landing, exit the runway to the left and contact UNICOM for parking instructions. The Air Terminal is the large structure near the trash fence.

### **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 questions.

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. Leave more if their plane is really nice or appears heavily armed.

### **Tickets**

THERE ARE NO TICKET SALES AT THE EVENT IN 2008. DO NOT FLY TO THE EVENT UNLESS YOU AND ALL YOUR PASSENGERS ALREADY HAVE TICKETS IN HAND OR WAITING AT WILL-CALL.

Will-Call tickets are available at the Terminal. Customs Inspectors can assist you when you arrive.

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### **General Safety**

**Aviators unfamiliar with BRC procedures do not always communicate on CTAF. Listen and watch very carefully for traffic at all times.**

MedEvac flights have right of way at all times. They do not always monitor CTAF. Pilots observing MedEvac flights are requested to alert aviators of their presence on CTAF.

Prevailing winds are generally out of the Southwest, but high-pressure systems sitting offshore or just inland typically send us winds circulating out of the North-Northeast. It's the desert, and the weather can be quite varied and can change rapidly.

Mountain waves and rotors can occur in the vicinity of any of the ridges. Be very mindful of your altitude and the potential for sudden and violent updrafts/downdrafts when crossing anywhere near the ridges.

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 4,000' to 7,000'+.

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 or Black Rock City 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 5,500' MSL or greater in a clockwise direction. This is called the Scenic Pattern (as opposed to the Landing Pattern).

**DO NOT FLY COUNTERCLOCKWISE AROUND THE EVENT.**

Scenic Pattern circuits are spaced at 500' intervals starting at 5,500' MSL (e.g., 5,500', 6,000', 6,500'). Enter and leave the circuit at its altitude; do not climb or descend in the Scenic Pattern.

Position reports are to be 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.

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

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perfect position report would be, “Silver High-Wing, 8 o’clock, 5500”. This helps pilots who may not know what to look for when someone says they have a Bellanca or a Yak.

Local BRC rules state that aircraft should not fly directly over the City. Stay outside the orange trash fence. For pattern safety, where conditions safely permit, fly in a circular corridor within approximately 2,000’ of the trash fence.

14CFR Part 91 states that aircraft shall not fly over a large gathering of people at an altitude less than 1,000’ 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 (left) side of the plane and passengers with cameras on the wing-down (right) side.

There is enough space between the City Limits and the runway so that scenic flights do not interfere with landing traffic. On approach to Runway 22, a 3° angle of descent translates to an altitude of approximately 300’ AGL (4,200’ MSL) when parallel to Point 4 of the orange trash fence, while Scenic Pattern flyers exiting at Point 4 will be at 1,500’ AGL (5,500’ MSL) or greater.

Do not attempt to transition (dive) from the Scenic Pattern directly onto the Runway 22 approach. Exit the Scenic Pattern heading towards the railroad tracks, then turn downwind over the tracks.

Your passengers will need a special wristband to go through the gate and enter the tie-down area. Customs Inspectors will assist you.

### **Do’s and Don’ts**

Do not make turns below 500’ AGL (4,400’ MSL) except as you decide are needed under emergency circumstances. A tight turn and stall near the ground can ruin our whole day, and it has happened before with dire results.

Don’t dust out your neighbors with your prop wash.

Do observe all applicable rules. Infractions of local rules, disregard for public safety and/or random acts of aerial mayhem will likely be witnessed by FAA representatives from Reno FSDO, who are expected to be present throughout the event. You have been warned.

Do not EVER taxi onto the runway for take-off in front of a landing aircraft. You risk getting overrun, and you can blind the landing aircraft with a cloud of propwash dust. Be patient! Monitor CTAF, listen and watch for landing aircraft, announce your intentions, and be courteous.

Do be mindful of other traffic, including aircraft, ultralights, skydivers, towed gliders, helicopters, tethered balloons, and vehicles on the ground. It can get crowded up there.

Don’t taxi up to the trash fence—ever.

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Do not cross the trash fence to get to and from aircraft. All pilots and passengers must proceed through the Airport Terminal.

Don't try to fly to the local hot springs. They are off-limits to Burning Man participants. The BLM monitors these areas, and they are zealous about issuing citations.

Do be mindful of regulations surrounding flights for compensation.

Do 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—largely uninformed about general aviation and laboring under the false hype and hysteria from the media.

Do fly safely when you are physically rested and in an alert, coherent, properly hydrated condition. Eight hours (minimum) 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 aviation fuel available to you at BRC unless you or your campmates bring it.

Fuel theft is punishable by death. Seriously.

### **Communications**

There are no phones in BRC, and cellular phones do NOT work.

It is customary to close flight plans in the air approximately 15 miles out. Unless you have a working personal satellite phone, you cannot close your flight plan once you reach the ground.

You may need to be above 8,000' MSL to reach FSS.

If you fail to close your flight plan before landing, you need to do so. This can be done by flying up around the patch to achieve radio contact, or possibly through the good agencies of a departing aviator. If you do not close your flight plan, they will come looking for you.

### **Survival**

All arriving aviators are expected to have read the sections on the Burning Man website that pertain to the Airport and its operations, this advisory information, and reviewed the Airport layout diagram posted on the [www.portofentry.org](http://www.portofentry.org) website.

Always bring enough water and gear to survive an emergency landing in the desert. Rescue is not guaranteed, and it may not arrive for hours or even days if they can find you. Be prepared.

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### **Airport Village**

The Airport Village has a Terminal, The Phoenix Bar, the Black Rock Travel Agency FBO, a Ticket Office, hangars, porta-potties, and camping areas. It is its own camp community and welcomes aviators, people interested in aviation, and people interested in having a great time.

The Terminal is divided into two sections: Arrivals and Departures. All pilots and passengers arriving for the first time must proceed to the Arrivals hall and clear Customs and Immigration. Departing pilots and passengers must proceed to their aircraft via the Departure hall. Pilots and passengers will not be allowed ramp/ tie-down area access without a special wristband. Please contact a Customs Inspector for wristbands.

Arriving passengers may be met outside the Arrivals hall.

An Airport Information Desk may be staffed during normal Airport hours.

The Phoenix Bar is a shaded lounge, waiting area, and meeting point immediately to the southwest of the Terminal.

The Black Rock Travel Agency FBO bar lounge is located across the courtyard from the Terminal. BRTA has provided drinks, dancing, debauchery, and disinformation to the Airport community since 1997.

The Ticket Office and Airport Management building is the white and red striped trailer located immediately to the northeast of the Terminal.

Two Hangars are located near the Ticket Office. These storage containers are reserved for Airport equipment and supplies.

Porta-potties are located along the trash fence beyond the Hangars. Please do not leave trash in the porta-potties!

There is ample bike parking plus room for large art vehicles to enter, park and maneuver safely.

A Message Board and a Rider Board are located between the Terminal and the Phoenix Bar.

Pancake Breakfast is held on Thursday morning. Everyone is invited.

Please consider volunteering for work at Airport! For details, please see a Customs Inspector.