



Foto by Agent Hawk (2005)

UNICOM Radio Operator's Handbook

Version 1.0

Black Rock Int'l Spaceport

Black Rock City, NV 00000

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1 Introduction

1.1 Purpose

This document defines the procedures, responsibilities and requirements for the safe and effective operation of the manned UNICOM radio station at the Black Rock International Spaceport at Black Rock City, Nevada. It is intended as a handbook for daily operational use and a supplement to training provided for volunteer UNICOM radio operators. It does not provide direction on other Airport operations, and nothing contained here shall supersede the Operating Plan, Airport Manager instructions (written or verbal) or any law, statute or regulation in effect at the time of its use.

Throughout the rest of this document the Spaceport, it's surrounding village and associated structures will be referred to as "The Airport".

1.2 Overview

Black Rock City is in uncontrolled airspace, and we operate an uncontrolled field. There is no ATIS or ASOS. UNICOM volunteers provide advisories to pilots only as a service and a convenience. UNICOM is not a controlling body and provides no instructions, clearances or mandates to any airborne pilot. All aviators are expected to navigate safely, see and avoid and to fully assume all responsibilities as Pilot in Command. The UNICOM radio operator is there solely to report current conditions that may assist the PIC in their own decision-making.

This handbook will provide basic guidelines as well as some specific duties that comprise the role of UNICOM operator. The overarching theme throughout everything contained here is that we provide advisory information only. Operators are community volunteers helping their peers and this is supposed to be fun.

2 Responsibilities

2.1 Operator Requirements

UNICOM operators at Black Rock City are volunteers and have no legal requirements or minimum qualifications to perform this function. It's a simple and fun job that can be performed safely by any competent person given sufficient training. With that said, there are some conventions and good practices that have come from experience that are locally implemented.

Volunteer operators are typically certificated pilots and/or Air Traffic Controllers. Since this is a village comprised of many pilots, it makes sense to draw upon the most experienced people willing to help out. In addition, pilots have experience as receivers and users of the information supplied by UNICOM, and are usually better at providing it as well. In the event an airborne pilot has a question that falls outside the basic information supplied, it is presumed that an experienced pilot will be better equipped to answer it than someone whose training is limited to the scripts and data found in this guide.

In the event that the number of volunteers shrinks or swells outside of the 49 shifts required during the Burning Man event, the UNICOMmander should exercise their best judgment in assessing staff and making assignments.

Operators are expected to take this volunteer assignment seriously and to perform it to the best of their ability. Drugs and alcohol are not to be used during an assigned shift. If an operator cannot fulfill their assigned shift, they are asked to find a replacement from the Stand-By List and/or to contact the UNICOMmander directly for assistance. Leaving the UNICOM station unattended should be a last resort.

2.2 Tools

UNICOM operators will be supplied with a basic work-station consisting of the following:

- This Handbook
- 2-way Aviation band radio
- Table & chair
- Whiteboard and markers
- Paper & Pens
- Thermometer, Barometer, Density Altitude charts, Sectionals
- Copies of all current airport, runway and operational information
- Daily Operator's Log

Note: Charts & diagrams useful to operators and pilots can be found in appendices to this guide.

2.3 Information Supplied By UNICOM

The UNICOM operator is asked to provide the following information upon initial contact with landing aircraft and/or upon request:

1. Wind Direction
2. Wind Speed
3. Runway In Use
4. Current Weather Conditions
5. Altimeter Setting
6. Field Elevation
7. Density Altitude
8. Any Known Hazards

After an incoming aircraft has landed and has started to taxi clear of the runway, and it has been determined they are arriving at the event, and not just returning from a scenic flight over the city, operators are requested to provide the following:

1. Taxi Assistance
2. Parking Instructions

After a plane has landed, the UNICOM operator's role shifts from being purely advisory to being the initial voice of Airport management. Pilots and passengers are now subject to the rules of the BLM, the Burning Man event and our Airport Operating Plan. UNICOM helps to inform all new arrivals of pertinent information, and may be called on to ensure smooth operations on the ground.

Note that we will not offer the current advisory level upon initial radio contact. That will be done when the pilot(s) arrive at the Terminal. We want to minimize time spent on the radio and the amount of data given to the pilot preparing to land. However, if the advisory level has advanced (for example to Bravo or Charlie), and is due to a safety-of-flight issue or other hazard, that specific information must be communicated. All other details will be supplied to the pilot when s/he receives their formal briefing.

2.4 Pilot Requirements

The Airport is setup for Day VFR use only. Pilots are required to conduct all operations IAW applicable laws and regulations. With respect to a pilot's interactions with UNICOM, they really don't have any requirements while flying.

Once on the ground, pilots are expected to follow taxi and parking instructions from UNICOM, if provided. It's also customary that, upon request by the UNICOM operator, a pilot taxiing on the ground will provide a current altimeter setting.

In the event of an emergency or any other situation that might best be served by having all aircraft land as soon as possible or practicable, UNICOM operators will make an announcement over the radio. All airborne pilots are expected to treat this as being as strongly suggested as possible without being a directive, and to act accordingly within the bounds of safety.

3 Duties

3.1 General

The UNICOM operator is only one of potentially many users of the same Common Traffic Advisory Frequency (CTAF). They are expected to make their transmissions brief and informative, and to share the airtime effectively with pilots. Air-to-air and ground-to-air chatter is part of the fun here, but good judgment is expected when there are many active users. Remember that at an uncontrolled field, pilots in the air are expected to talk to each other and sort out their needs and traffic flow amongst themselves. UNICOM is there primarily to provide information to newly-arriving pilots, and not to control air traffic.

An important consideration to keep in mind is that incoming pilots are at a point of high workload, and that the information we provide could be overwhelming or take too long to recite. Therefore, it may be better to divide the information and make 2 or more transmissions. This can be especially true when there are many planes circling the city in the Scenic Pattern, or if the landing pilot is new to our operations and/or ill-prepared.

The following sections provide some boiler-plate language that operators may use and adapt to their particular needs and style.

3.2 Normal Operations

The basic flow of information provided by UNICOM is this:

1. Wind Direction
2. Wind Speed
3. Runway In Use
4. Current Weather Conditions
5. Altimeter Setting
6. Field Elevation
7. Density Altitude
8. Any Known Hazards
9. Taxi and Parking Instructions

Note: Taxi and parking instructions are not provided until the aircraft is clear of the active runway. Don't attempt to give ground movement information while the pilot is flying or landing.

3.2.1 Handling Air Operations

Under normal conditions, an incoming pilot will contact the UNICOM operator approximately 10 miles from the airport. By that time they should already have a fairly good idea of other traffic in the area, and may already be in contact with them. Those pilots who have monitored pre-event communications and have read all the published flight information will state that they have Advisory Information “Whiskey Breath”.

In this situation our role is to provide weather and runway information. The weather will be the same as what the pilot is experiencing, with the exception of surface winds and dust-storms that may be in progress. It is also likely that they haven't received an updated altimeter setting for over an hour and there could be a noticeable difference between local conditions and what they currently have.

It's possible that a pilot will arrive and not contact UNICOM at all. They may just announce their intentions and enter the pattern. This is legal and conforms to 14CFR part 91, but also indicates that they're new to Burning Man and our unique patterns and operations. These pilots probably need our assistance more than they realize.

UNICOM only provides advisories when asked and if a pilot doesn't ask that's their decision. However, a pilot arriving at Black Rock City who doesn't request them, and apparently hasn't read the published material, presents a potential hazard. They may overfly the city, instead of circling the perimeter. They may ignore the regulation to maintain 1000' AGL over populated areas, since they view the playa as remote Class G. They won't know about our clockwise flight path in the Scenic Pattern, and may fly into oncoming traffic. We have also had local pilots fly overhead with no desire to land at all; they just want to see what's going on. These pilots have no connection to our community or procedures, and won't even know that we have a UNICOM. These issues, and others, make it necessary for the UNICOM operator to initiate contact and determine the pilot's intentions.

If the operator sees or hears a pilot enter the area and begin communicating on the radio without contacting UNICOM, the operator is expected to monitor their transmissions and wait for a chance to make contact. Address them by call-sign and ask if they plan to land at Burning Man. Ask what advisory level they have. This will be the determining factor in future communications. If they have advisory “Whiskey Breath”, it means they just forgot to contact UNICOM, or chose not to. If they have the latest advisory info, assume they went for a scenic flight and are returning. If they have no idea what advisory information is or what we're talking about, and plan to land, anticipate the need to help them out a bit more, especially with taxi and parking.

Refer to the chart in Figure 1 and use it as a checklist to help you remember what to say.

Information Provided By UNICOM Operators

Wind Direction

Give winds by general reference to compass directions such as, “out of the southwest”, or “from the east”. Do not attempt to give precise indications such as 175°.

Wind Speed

Describe wind speed as Calm, Light, Variable, Moderate, Strong, Gusting, Severe. Do not try to estimate actual speed in knots.

Runway In Use

Indicate which runway is in use; do not instruct them what to do. E.g., “Runway 22 is in use”.

Current Weather Conditions

This would include things like active whiteout conditions that might cause them to stay airborne until it passes, or wet runway conditions due to recent rains. If the rains were recent and the playa is sloppy, they should consider diverting to Winnemucca to wait a couple hours. The typical language here might be “Sky Clear”, “Partly Cloudy”, etc.

Altimeter Setting

Use standard verbiage here; 30.20 is read as “three-zero-two-zero”. Get the altimeter setting every hour, at a minimum, more often if the weather is changing or if it’s getting hot out. Ask someone who is taxiing, or loading/unloading their plane to provide this information to you.

Field Elevation

Field elevation is always 3950’ MSL. If it appears to be changing, consider packing quickly and leaving.

Density Altitude

Use the chart provided to give DA based on field elevation and temperature.

Hazards

Inform pilots of any known hazards on the ground or in the air. This might include a pilot experiencing an in-flight emergency / urgency situation, poor runway or taxiway conditions, etc.

Figure 1 – Basic UNICOM Information

3.2.2 Handling Ground Operations

3.2.2.1 General Information

When a pilot has cleared the active runway, UNICOM assists with taxi instructions. It may help to work closely with Customs to find an open parking spot prior to their landing, and offer this information after they land. It is also important to find out if they plan to park the plane and leave it alone, or if they plan to fly a lot while at the event. Pilots expecting to conduct repeated flights are asked to park at the outer portion of the tie-down area to avoid blasting dust onto camps and other aircraft. But in the end, parking location is the pilot's choice as long as they follow a few simple rules.

Before they park and shut down the plane, make sure the pilot knows where the Terminal is, and that they are expected to report there first with tickets, etc. Inform pilots that taxiing close to the fence for unloading, then taxiing back out again is prohibited. If the crew needs help with gear, direct them to Customs who will assist with baggage carts, limousines, etc. There is typically no shortage of people willing to help cart gear to the Terminal.

The basics of parking are simple. Refer to the Airport Operating Plan and Advisory Whiskey Breath for details and the latest information.

3.2.2.2 Mandatory Briefings

Chances are good that first-time pilots will have questions about daily meetings, mandatory briefings and flight operations. BRC Customs and the UNICOM station are stocked with copies of printed information, and operators are asked to work with Customs to make sure all pilots get a copy.

All pilots are required to receive a briefing on Black Rock City flight operations. They may not fly around the event until this briefing is complete and they receive a pilot's wristband. UNICOM operators may NOT provide this briefing. Briefings are included in the daily 8am pilot meetings at the FBO.

For those not camping at the airport, this may not be convenient so ad-hoc briefings are available, but not guaranteed. There will definitely be occasions when pilots arrive and want to get their mandatory briefing completed immediately. Operators should show the pilot the posted list of authorized briefers, and direct them to the FBO, the Phoenix Lounge or the last-known whereabouts of one of the briefers.

3.2.3 Sample Operational Scripts

The following pages contain some sample scripts that may help the operator with their own style of delivery, and provide some guidance on the flow of information provided under certain conditions.

Here is an example of an encounter with a new arriver who has done their homework:

Pilot: Black Rock UNICOM, Barron 2849G over Gerlach for landing. I have “Whiskey Breath”.

UNICOM: Barron 49G, Black Rock UNICOM.

Winds are from the south-southwest, moderate with occasional gusts

Runway 22 is in use, left traffic

Temperature: 25

Altimeter: 30.08

Field elevation: 3950

Density altitude: 6000

Caution for numerous aircraft in the pattern and circling the city.

Advise when clear of the runway for taxi and parking instructions.

Pilot: Roger Black Rock, altimeter 30.08, runway 22. Looking for traffic and will advise when down and clear.

At this point our job is done. The pilot has “Whiskey Breath”, which means they read the info on the BM website, the aviators-list and are prepared with everything we publish to help them out.

When they contact you again, direct them to the tie-down area where they can choose any unused parking spot:

Pilot: Black Rock UNICOM, Barron 49G clear of the active.

UNICOM: Barron 49G, the tie-down area is west of the runway. You can taxi directly and choose any open spot. Rows 4-5 seem to have space. Caution for wake turbulence due to numerous margarita blenders operating in the vicinity of the pilot’s lounge. Welcome Home!

See how easy and fun that was!!

This is an example of an encounter with someone who doesn't have a clue:

Pilot: Hey, I can see the city! Is anybody out there? Are there any naked chicks flying up here?

UNICOM: Aircraft calling over Burning Man, what is your position?

Pilot: Dude, this is Cessna 341NC and we're right over Bruno's. I can almost smell the Bloody Marys and hash browns. You want me to get you some?

UNICOM: Cessna 1NC, this is Black Rock UNICOM. Do you intend to land here?

Pilot: Hell yes UNICOM, I can't stay up here all day, these ice cubes are gonna melt.

UNICOM: Roger Cessna 1NC, what advisory information do you have?

Pilot: Uh, waddaya mean by that? Like, they didn't give me nuthin' in Reno.

UNICOM: Cessna 1NC, Current conditions at Black Rock are:

Wind: Calm

Runway 22 is in use, left traffic

Temperature: 20

Altimeter: 30.00

Field elevation: 3950

Density altitude: 5400

Caution for numerous aircraft trying to land quickly before you get here.

Advise when clear of the runway for taxi and parking instructions.

Pilot: Yea, right on dude! Hey there's supposed to be some hotties waiting for me down there. Did they show up yet?

UNICOM: Looking for that traffic 1NC. Will advise.

At this point everyone on the ground and in the air is on heightened alert. The pilot does not have information "Whiskey Breath", which means they did NOT read anything. They are very clearly November-Charlie, No Clue!

When they contact you again, direct them to the tie-down area where they can choose any unused parking spot at the FAR END of the rows, nearest the taxiway and away from other parked aircraft. Expect that you will have to ask them to re-park the plane at least once:

Pilot: Hey UNICOM, we're here, Woo-Hoo!!!!!!.

UNICOM: Roger Cessna 1NC. The tie-down area is west of the runway. Park at the end of one of the rows, and I'll send someone out to help you. Negative on the hotties.

Fortunately, this is a more likely scenario:

Pilot: Black Rock Traffic, Grumman 52589 10 miles to the northeast requesting advisories.

UNICOM: Grumman 52589, this is Black Rock UNICOM.

Wind is from the northeast, light and variable with occasional gusts

Runway 04 is in use, right traffic.

Temperature: 18

Altimeter: 29.85

Field elevation: 3950

Density altitude: 5000

Caution for numerous aircraft in the pattern and circling the city.

Advise when clear of the runway for taxi and parking instructions.

Pilot: Roger Black Rock, altimeter 29.85, runway 04. Looking for traffic. Is it OK if I fly around the city before I land?

UNICOM: Circling the city is encouraged. Please stay outside the perimeter, past the orange trash fence, at or above 5000'. Traffic is circling clockwise, and there are several aircraft in the Pattern. Welcome Home!

Pilot: Roger, I'll stay outside the fence and keep it above 5000. What do I do after that?

UNICOM: Many pilots are extending their eastbound leg as they depart the Scenic Pattern to enter a right downwind for 04. Stay over by the RR tracks. Caution for other traffic entering the pattern. Be advised, all landings are clothing optional.

Pilot: Roger that!! We'll see you in a few minutes.

The pilot does not have information "Whiskey Breath", but they will get all that information when they go through Customs. We have given them what they need to operate safely, and life is good.

When they contact you again, direct them to the tie-down area:

Pilot: Black Rock UNICOM, Grumman 52589 clear of the active.

UNICOM: Grumman 52589, the tie-down area is west of the runway. You can taxi directly and choose any open spot. Do you need a photographer, or someone to help with your clothing!

3.3 Emergency Operations

3.3.1 General Information

Emergency operations are in response to an on-field or in-flight situation that all aviators must know about to maintain safety. This could involve a disabled aircraft on a taxiway, vehicles crossing the runway, or an accident on the ground. Such an accident may not even involve an airplane, as we occasionally see automobiles racing across the playa and even crossing the active runway. The notion of an auto accident in the movement areas is not out of the realm of reality.

In the event of an emergency, a good rule of thumb is for UNICOM to make an announcement then stay out of the way. It is best to allow airborne pilots to talk to each other and employ normal procedures for uncontrolled airfields. If something goes wrong, the last thing we need is to have one more person added to a congested frequency.

Notification of an emergency/urgency situation can come from many sources. Operators may overhear a transmission from a pilot, receive it directly from Airport staff, law enforcement or witness it themselves. In all cases, the operator should first notify airborne pilots via a calm, but emphatic, announcement over the radio. Afterwards, attempt to notify Airport staff and provide assistance as requested.

An inbound Medevac flight does not constitute an emergency to our operations, but it implies that an emergency exists elsewhere. Medevac is a priority operation and dictates extra care and diligence from other pilots. Whenever we receive advance notice that a Medevac helicopter is inbound, UNICOM will announce it and pilots are expected to give way and allow the helicopter priority access to airspace. This does not mean they have to land. Note that we don't always receive advance notice of Medevac flights and they rarely self-announce in the pattern.

3.3.2 Emergency Actions

The following can be used as a basic checklist for Emergency Operations:

- 1. Inform All Aircraft.**
- 2. Inform Airport Staff.**
- 3. Inform Emergency Services (as appropriate).**
- 4. Record the event in the Operators Log.**
- 5. Stay with the UNICOM radio, in case further assistance is requested.**
- 6. Advance the Advisory Level Code and Post the New Information.**

3.3.3 Emergency Actions Checklist

Inform All Aircraft

Make an announcement immediately upon notification that a situation exists. It should be a short and emphatic message. Do not clog the frequency by providing details. Do not answer questions from pilots about the nature of the emergency, unless emergency vehicles present a hazard. For example:

Attention All Aircraft, this is Black Rock UNICOM. An on-field emergency exists. All pilots are advised to land as soon as possible via runway 22. Caution for emergency vehicles on the runway.

Inform Airport Staff

Take the handheld radio with you and immediately attempt to locate the Airport Manager, the Operations Manager, Flight Safety Officer or UNICOMmander as soon as possible. You might also delegate this to a Customs Agent or others. Don't leave the radio unattended. Inform Customs that departures may be cancelled for a while. If the situation requires ambulance or fire services, Airport staff will contact ESD.

Inform Emergency Services (as appropriate)

If you cannot locate any of the Airport staff, and emergency services are required, attempt to contact them yourself. They usually monitor our frequency (122.9 MHz) and may already be aware of the need. As a last resort, find a passerby or someone with a vehicle who can head over to the Communications / Law Enforcement area and inform them in person. Don't go yourself. Stay and monitor the radio in case someone needs help in the air or when taxiing.

Record the event in the Operators Log

Write an entry in the Daily Operators Log. Include the time, and as many details as you can about what happened, what you saw, who informed you, etc. It will be easier to do this now than to remember hectic events later on.

Stay with the UNICOM radio, in case further assistance is requested.

Unless there is a dire emergency in your immediate vicinity that requires your response, your first commitment is to the pilots in the air and taxiing. If they need information about what's happening on the ground, you will be the only person who can help them. Stay with the radio. However, the radio can be taken with you out of the UNICOM station and will still be effective when talking to pilots in the immediate traffic pattern. The range will be quite limited though.

Advance the Advisory Code and Post the New Information

Advance the Advisory Information code to the next letter, and post the information on the white board in the terminal. When the emergency is over and the hazard is removed, advance the code again.

Figure 2 – Emergency Operations Checklist

3.4 Night Operations

Night operations are not supported at Black Rock City, and are **highly discouraged**. UNICOM closes at 2100, just before dark. If your shift ends at 2100 and you hear from an incoming pilot whose arrival will probably be after dark, inform them that the airfield is not lit and that night landings at BRC are by prior permission only. Say a prayer for them. Winnemucca is the nearest alternate at 67 miles away.

3.5 Daily Radio Operator's Log

Operators are requested to maintain a daily log of noteworthy activities regarding aircraft/radio operations. This should include, but is not limited to:

- Changes in Advisory Information Code (when and why)
- Feedback from pilots regarding flight/ground operations, and possible suggestions for improvement.
- Aircraft Incidents
- Operators who don't show up for shifts
- Equipment malfunctions
- Suggestions for improvements to radio operations and/or this guidebook.
- Lyrics to old show tunes

An example of the Daily Radio Operators Log is found in appendix B. Blank logs will be supplied in a binder for easy use.

3.6 Do's & Don'ts

Do have fun while volunteering. Yes, it's an airfield, but this is still Burning Man.

Don't give anyone instructions or directives on how or where to fly.

Do provide information in a way that will help pilots make their own decisions.

Don't forget to take care of yourself. Drink lots of water.

Do offer directions and help people find a place to park. To pilots on the ground, UNICOM is the voice of authority and their first contact with our rules and operating procedures.

Don't get involved in disputes or issues with pilots or their passengers. Refer them to the Airport Manager or their staff/alternate.

Do be aware of what's happening in the pattern. Listen for unfamiliar call-signs and ask if they're landing.

Don't engage in any mind-altering substances while on duty. This includes alcohol. Plan accordingly.

Having sex while on duty is OK, but you may not leave the radio operators station. Plan accordingly.

Don't be late for your shift.

Do plan to attend at least one of the pilot meetings. It's not mandatory, we just want to meet the volunteers and have breakfast with them. We also want feedback from everyone involved in airport operations.

Don't be afraid to invite a friend to come along and keep you company. There are lots of fun things to do at the airport and it's nice to have guests.

Do be a good ambassador. Be helpful, cheerful and remember you're the first voice aviators hear when they arrive.

3.7 What If?

Q. What if the pilot can't hear me?

Depending upon their radio, our radio, weather, etc. it may be difficult to communicate with incoming aircraft right away. We can typically hear them before they can hear us. If this happens, ask an airborne pilot to relay your request to have them try again when they get closer. Our max transmission range is approximately 10 miles, but we can receive as much as 40 miles away.

Q. What if somebody asks me a question I can't answer?

If you don't know the answer, say so, and ask for help. Don't try to guess or make up an answer. If the question is procedural, ask one of the Airport staff. If it's more general and aviation-related, ask another pilot. There are quite a few CFI's and ATP's walking around our airport, in various states of undress, and with a lot of knowledge hidden under their skirts and Utilikilts. We all learn from each other.

Q. What about refueling? What do I do if a pilot declares a low-fuel emergency?

There is no fuel for sale at Black Rock City. All fuel found at our airfield is private property. Anyone flying over this desert without sufficient fuel reserves should probably be left to enjoy their particular, and imminent, Darwinian fate. But we're an aviation community so we take care of each other. Winnemucca is about an hour away and pilots should plan to refuel there. However, if someone declares a low-fuel urgency situation, advise them that we have a safe landing site, and they might be able to find someone to sell them a few gallons. No guarantees. But at least they'll be on the ground looking for fuel instead of in the air looking for an emergency landing site.

Q. What if my relief doesn't show up?

You have several options if the person assigned to the next shift does not arrive to relieve you. First, remember that we're all on playa time. Anything within 20 minutes is still basically on-time. If you can hang in there for a few more minutes, that would be great. But if gets past 15-20 minutes you have the option of extending your shift or finding someone else to take over for you. Please refer to the list of stand-by and assigned operators when attempting to locate a replacement. Do not just hand things over to anybody who walks by and certainly not to someone without aviation training. There are a lot pilots willing to help out, but if you really can't find a qualified person, notify the UNICOMmander or other Airport staff.

Q. What if I see someone do something unsafe or illegal in the air.

The vast majority of Burning Man aviators fly responsibly, but if someone gets crazy, chances are good you're not the only witness to airborne stupidity. UNICOM operators are asked to report flagrant violations immediately to the Flight Safety Officer, Airport Manager or other Airport staff. Make an entry in the logbook, and include the aircraft's tail number if you have it. Do not get involved in the incident, confront the pilot, or try to take any type of corrective action.

Examples of prohibited operations include landing at nearby hot springs (closed by order of the BLM) or flying inside the perimeter fence. This is not technically illegal, but is requested by the BMORG and violators risk having the airport closed down. However, it is a violation of the CFR's to fly below 1000' AGL over the city and this is taken seriously.

Q. What if I have to go to the bathroom?

Let one of the Customs Agents know you're leaving, so they can keep an eye on the radio. Or you can take it with you to the bathroom. Your choice. Just don't let it get ... damaged.

Q. What if I get hungry or thirsty?

Take the radio with you over to the FBO and get something to eat or drink. It's part of the fringe benefits of being a volunteer, especially if you're on-duty during meal hours. Just keep the radio turned on, and in your possession. If you hear an incoming pilot requesting advisories, you may be able to communicate with them from where you are. If not, just walk back to the UNICOM station with your food and re-attach to the antennae.

Q. What if I hear someone coming in and they start talking to other pilots in the air instead of me?

This is fine. They may not know we have a UNICOM service. In addition, a pilot may intend to circle the city for a while before landing and they will be more interested in other traffic in the pattern at this time.

Monitor their transmissions and wait for a break so you can greet them and offer assistance. It's also possible that other pilots may supply them with most of the basic information before you talk to them. If this happens, don't repeat what they already know, but do provide updates to anything you heard that is outdated. The altimeter setting is an example of crucial information you should always provide, no matter what.

Appendix A - Local Density Altitude Chart

The chart below gives approximate Density Altitude values based upon a 4000' MSL Pressure Altitude.

Temp °C	Density Altitude
0°	3000'
5°	3500'
7°	3800'
10°	4200'
12°	4500'
15°	4800'
17°	5000'
20°	5400'
22°	5700'
25°	6000'
27°	6300'
30°	6500'
32°	6900'
35°	7300'
37°	7500'
40°	7800'
42°	8100'
45°	8400'

DAILY RADIO OPERATORS LOG

DATE	COMMENTS	NAME