



2019 Pilot Advisory

Please note that this advisory is subject to change. All updates and changes will be provided through the airport website blog and on the airport announce email list. Please ensure you are using the most current updates prior to flying into 88NV.

2019 Updates

7/15/19	Updated Airport Diagram. 23L windsock location moved to north side of runway.
7/8/19	The 2019 Closure Order has been published. A link can be found in Section X.
6/15/19	The Airport is starting up a Twitter feed. This will be utilized for operational needs while the airport is operational. https://twitter.com/BRCMA_88NV
6/15/19	Updated Airport Diagram. The location of 23L has been shifted slightly to allow easier taxiing of BxA and GA planes to their respective ramps after landing.
6/15/19	In the past, the advisory tower has utilized the phraseology "Permission to Land" for aircraft on arrival. Please note that we are no longer utilizing this phraseology for legal and misrepresentation of what people may see as a clearance when the permission has only to do with pilots using a private airport. From now on, the applicable phrasing will be "Permission to Use the Airport."
6/15/19	Landing without a ticket rules have been updated under Section I.F.
5/15/19	A Graphic NOTAM has been created and issued to Oakland Center for the purpose of disseminating important information about the 88NV operations. This will aid Oakland Center and other air traffic control facilities with assisting pilots travelling to 88NV. If you plan on using flight following, make sure to read the last page of the NOTAM. A link can be found in Section X.
5/15/19	The Ground frequency has been changed to Black Rock Operations. The Black Rock Operations frequency is a general assistance frequency for all General Aviation aircraft. It is mandatory that GA pilots contact Black Rock Operations after landing on first arrival and for each departure. All taxi and ground communication from aircraft should be conducted on the UNICOM/CTAF frequency. During periods of congestion on the UNICOM/CTAF frequency, taxi and ground communication should be omitted.
5/15/19	The 2019 Pilot Advisory is live.
5/1/19	Update Airport Diagram. 23L have been brought more parallel to 23R. This is to allow the tower to have better visibility on landing aircraft thereby to be able to respond better to any incidents.
5/1/19	To standardize callouts more closely with AC 90-66B and to assist the tower with flight monitoring, pilots shall announce CTAF position reports to include aircraft type rather than visual description ("Cessna" versus "high wing"). Color is still encouraged. Tail numbers and pilot codes are only required on Arrival and Operations frequencies and should be omitted on the CTAF frequency.

2/15/19	The Aviator-Announce email list has been discontinued. All Flight Ops communication shall be announced on the Airport-Announce email list or the Airport Blog. Subscription to the email list can be found in Section I.A. The Airport Blog can be found on the Airport Website homepage, http://airport.burningman.org .
2/15/19	The Air Operations division at 88NV has been renamed Flight Operations.

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Welcome

Black Rock City Municipal Airport (BRCMA), FAA identifier 88NV, is a private-use airport operated by Black Rock City, LLC on land owned by the Bureau of Land Management (BLM). Its mission is to facilitate participants flying safely into the Burning Man event and to provide opportunities for gifting, participation, community, and self-expression as articulated in the [Burning Man 10 Principles](#). Anyone may be a part of Burning Man. We welcome and respect the stranger. No prerequisites exist for participation in our community.

Your participation is what makes 88NV the special place that it is. Please help us preserve our airport by carefully reading and observing the rules and procedures set forth in this document.

I. General Airport Rules

A. Overview

This Pilot Advisory shall serve as the published Airport Rules and Regulations to fly into Burning Man for 2019. All pilots that use the 88NV must agree to and abide by the rules and procedures set forth in this document to ensure safe operation. Failure to comply with any of these requirements, Federal

regulations, or not operating in a safe and cooperative manner may result in revocation of permission to use the airport, expulsion from the event, or law enforcement action.

Any questions regarding the airport rules set forth in this pilot advisory can be made to [FlightOps\(at\)burningman.org](mailto:FlightOps(at)burningman.org).

BLM Closure Order

As part of the Burning Man permit with BLM, all pilots that wish to fly to Burning Man must land on the runways designated for 88NV and comply with all airport rules. Landing anywhere else inside the closure order is prohibited. Descriptions and maps of the closure order will be included in the [Links & Downloads](#) section of this document once it has been published.

Permission for Use of the Private Airport

88NV is a private airport, operated by the Burning Man Organization under permit by the Bureau of Land Management, (BLM). All pilots intending to land at 88NV must obtain permission from the Black Rock City Municipal Airport operations team to use it. Before departing for 88NV, pilots must register online and complete a training course. Upon completion, the pilot will receive a code to be announced on the 88NV Arrivals frequency. After verification of the pilot's individual code, permission to use the airport will be granted by the radio operator.

After landing at 88NV all pilots must receive a safety briefing as required by the BLM Closure Order. Details of the safety briefings are found in the [Pilot Safety Briefing](#) section. Taking off without a safety briefing automatically revokes permission for any further use of the airport. All pilots are required to have a minimum of a Private Pilot or Sport Pilot certificate. No student pilot operations are permitted.

Note: The 88NV (advisory) tower has the authority to revoke any aircraft's permission to use the BRCMA private airport if it is determined that a pilot is flying unsafely or unwilling to comply with the rules stated in this advisory.

Note: For any event that negatively impacts Airport operations, Airport management may take reasonable action(s) to address the issue and minimize any disruption to Airport operations, including moving or impounding an aircraft.

Event Tickets Are Required to Land

All pilots and passengers are required to have a ticket in-hand or documentation of a Will Call confirmation to land at 88NV. Pilots within the Burner Express Air (BxA) program are exempt from having a ticket.

No Care and Custody of Property

88NV management and staff do not take care and custody of other people's cargo or property. Landing without a ticket to drop off something off for another event participant is strictly prohibited. Asking to leave something in the care and custody of a staff member at the airport for another event participant or for a pilot is also prohibited.

Official Airport Announcements / Pilot Advisory Updates

All updates to this Pilot Advisory and official Airport announcements will be made through the Airport blog on the official [Airport Website](#), the official [Airport Twitter feed](#), and the Airport-Announce email group. During the event, this email list will provide daily weather reports, runway conditions, and NOTAMs.

To subscribe to the email group, send a blank email to [airport-announce+subscribe\(at\)burningman.org](mailto:airport-announce+subscribe(at)burningman.org).

Note: Subscription to the Airport-Announce email group is mandatory for flying into 88NV.

Pilot Discussion Group

An unofficial community forum, called the Aviators-List, is open to anyone wishing to discuss a range of topics associated with aviation, Burning Man, or flying into 88NV. This is not an official source of information for 88NV operations.

To subscribe, send a blank email to [aviators-list+subscribe\(at\)burningman.org](mailto:aviators-list+subscribe(at)burningman.org).

Rideshare / Flightshare

If you wish to offer or request a rideshare or flight share to or from 88NV, please make all requests on the following website, <https://rideshare.burningman.org/>.

B. Dates & Hours

BLM Closure Order Dates	July 25, 2019 - September 30, 2019
Airport Operational Dates	August 21, 2019 – September 2, 2019
Burning Man Event Dates	August 25, 2019 – September 2, 2019
Airport/Runway Operating Hours	06:00 PDT to 18:30 PDT*

The airport is a day VFR airport and its operational hours will be dictated by staffed hours or for safety reasons. Ultralight operations are permitted to operate from sunrise to sunset.

Note: The box office closes at 18:30 PDT. Pilots and/or passengers new to the event must land prior to 18:00 PDT.

Early Arrival

All takeoffs and landings must occur during the operational dates and operating hours listed. Any requests to takeoff or land outside of these designated dates must be made to [FlightOps\(at\)burningman.org](mailto:FlightOps(at)burningman.org) with proposed date and time, the reason for the early arrival, and confirmation of a Work Access Pass (WAP).

Night Operations

All night operations are strictly prohibited with the exception of medevac aircraft.

C. Airport Flight Information

FAA Airport Identifier	88NV
Airport Coordinates	40°45'49.4"N 119°12'37.8"W
Field Elevation	3904' MSL

Runways	23L / 05R - 6000' x 75' using cones 23R / 05L - 6000' x 75' using cones 23L and 5L Designated for Landing 23R and 5R Designated for Takeoff
Surface Conditions	Dry alkaline lake bed. Small dunes of powdery, sand-like soil. Runways and taxi areas conditioned by watering.
Airspace	Class G underlying a MOA
Traffic Pattern Directions	23L & 23R - Left Traffic 5L & 5R - Right Traffic
Traffic Pattern Altitude (TPA)	5000' MSL for aircraft less than 120 knots 5500' MSL for aircraft greater than 120 knots
Scenic Pattern Altitude (SPA)	5500' MSL for aircraft less than 120 knots 6000' MSL for aircraft greater than 120 knots 7000' MSL for aircraft arriving from outside the area
Frequencies	134.7 - Black Rock Arrivals 122.9 - CTAF / Unicom 118.35 - Black Rock Ops (GA Parking/Departures) 121.05 - BxA Ops (BxA Parking/Starting) 128.8 - Oakland Center (>10,000 MSL)
Fuel	Fuel available by advanced purchase only. No fuel sold on-playa. Self serve during set/attended hours. More information will be provided on the Airport Blog and Airport-Announce email list.

D. Prohibited Operations

The airspace can at times be extremely congested with multiple operations taking place at once. The following aircraft and operations are prohibited for the safety of all airport users as well as pedestrians within the city.

- Landing without Permission from Arrivals
- Taking Off without a Briefing
- Night Operations
- Student Pilot Solo
- Flight Training
- Touch & Go's / Stop & Go's
- Low Approaches
- Gliders & Glider Towing
- Banner Towing
- Aircraft Over 12,500 Gross Weight
- Aircraft with a Capacity of 30 Passengers or More
- Aircraft without Two-Way Communication

- Use of Personal Fuel Containers
- Non-Ticketed Pilots Dropping Off Cargo or Supplies

E. Prior Approval

The following operations are prohibited unless specifically approved in writing by Airport Management. All detailed requests and applicable safety precautions must be made prior to August 1st.

- Landing without an Event Ticket or Will Call Confirmation
- Charter / For-Hire Flights
- Aircraft With Wingspan Over 60 Feet
- Flying Inside the City Perimeter Fence
- Formation Flying
- Hot Loading/Unloading
- Hot Air Balloons (Tethered Only)
- Drones (inside the fence)
- Skydiving
- Jets

F. Landing Without a Ticket

Please note that landing without a ticket is prohibited unless prior approval is received by 88NV management. Requests to make a Part 91 or Part 135 single drop-off and single pick-up (two landings) of passengers when the pilot does not have a ticket may be made until August 1st by emailing FlightOps(at)burningman.org after registering as a pilot. Any requests after this date are not guaranteed to be reviewed due to high workloads of transitioning staff to the playa and focus on airport setup.

Landing without a ticket without prior approval from 88NV management will result in the pilot **and all passengers** being asked to depart 88NV immediately. Failure to do so may result in law enforcement action.

Pilots who are requesting approval to use the airport that not participating in the event may be subjected to landing fees.

G. Charter / For-Hire Flights

All charter/for-hire flights that operate under 14 CFR Part 135 must register with the Burner Express Air (BxA) program in order to provide services to or from 88NV. This includes single drop off or pick up flights.

BxA is a Burning Man sponsored program in an effort to support alternative transportation for event participants and reduce traffic congestion on Highway 447. BxA coordinates scheduling, ticket bookings, Special Recreations Permits (SRP), and satisfies BLM insurance requirements of all charter/for-hire flights.

Contact AirportCharter(at)burningman.org for more information. BxA passenger information can be found [here](#).

H. Weather

Weather in the Black Rock Desert can be challenging and unforecasted. Please always have a diversionary plan ready should you not be able to land. Two weather stations exist at Black Rock City, one at 88NV and one within the city itself. There are various ways to access them on and off the playa. Please

note, that during periods of high use or WiFi signal interference may make transmitting weather information unreliable.

- Text “C” for current conditions or “M” for METAR to 775-442-0739.
- [Weather Underground](#) station “88NV” or “Black Rock City.”
- Contact any 88NV aviation frequency listed in this advisory.

I. Airspace

Aircraft aloft are operating within Class G airspace from the surface up to 1,200’ Above Ground Level (AGL). Class E airspace applies from 1,200’ AGL to 18,000’ Mean Sea Level (MSL). In addition, a Military Operating Area (MOA), or area of high military aircraft activity, overlies 88NV from 13,000’ MSL up to 18,000’ MSL. Military aircraft regularly fly through the area without warning.

Note: All scenic flights directly over the city are prohibited.

Please avoid all BLM designated wilderness areas depicted on the following [diagram](#). Please use caution as these are not depicted on FAA sectional charts.

J. Landmarks / GPS Coordinates

88NV (Elevation 3904’ MSL)	40°45'49.4"N 119°12'37.8"W
Frog Pond	40°44'48.2"N 119°10'24.3"W
Razorback Mountain (Peak 5650’ MSL)	40°44'36.5"N 119°08'33.5"W
Black Rock City (The Man)	40°47'08.9"N 119°12'22.0"W
Gerlach	40°39'13.0"N 119°21'22.6"W
Empire	40°34'38.6"N 119°20'28.2"W

K. Higher Than Normal Hazards and Risks

Flying into 88NV for Burning Man presents a higher than normal risk. The following factors should be considered prior to flying to Burning Man and landing at 88NV.

- Distraction/Rushing/Get-There-Itis
- Complacency (Lack of Checklist Use)
- Hypoxia
- Dehydration
- High Density Altitude
- Degraded Depth Perception
- Strong Gusting Winds
- Turbulence due to High Temperatures
- Sudden Storms
- Non-communicating military and civilian aircraft.
- Uncontrolled Airspace
- High Volume of Traffic (Specified Arrival/Departure Procedures)
- Disorientation Due to First-Time 88NV Users
- Soft-Field Operations
- Mountain Flying
- Remote Location
- Unreliable Cell & WiFi Service
- Sudden Whiteouts Due to Playa Dust
- Improper Weight & Balance Verification

If you see an aircraft operating unsafely or violating any of the rules in this advisory, in the interest of safety, please notify either the advisory tower or the Air Standards & Safety Supervisor located on the ramp.

L. Personal Fuel Containers

Personal fuel containers are prohibited due to significant amounts of static discharge and strict fuel containment rules set forth by the BLM as stated in section (A)(8) of Burning Man Closure Order.

Ultralight operators may request exceptions to this rule by contacting the Safety Officer, Squeezebox, at [squeezebox\(at\)burningman.org](mailto:squeezebox(at)burningman.org).

M. Preflight Planning Checklist

The following are the steps required to fly in to 88NV.

- ☐ Familiarize Yourself with this Pilot Advisory.
- ☐ Register To Fly In [Here](#).
- ☐ Complete the Online Pilot Training/Test [Here](#).
- ☐ Note Your "Pilot Code" Upon Test Completion
- ☐ Print and Familiarize Yourself With All 88NV Charts and Diagrams [Here](#).
- ☐ Join the Aviator-Announce Email List for Updates [Here](#).

The following must be onboard the aircraft upon arrival at 88NV.

- ☐ Pilot Code **(To be announced on arrivals and departures)**
- ☐ All Airport Diagrams and Charts
- ☐ Pilot Certificate & Medical Certificate
- ☐ Airworthiness Certificate, Registration, Operators Handbook, and W&B.
- ☐ Event Ticket Or Will Call Ticket Confirmation
- ☐ Work Access Pass (For early entry)
- ☐ Airport Management Exemption Form (If prior approval issue required)

The FAA will be in attendance at the event and will be performing Ramp Checks with a focus on weight and balance and safety of operations. To ensure you will not be penalized, please review AOPA's guidance on ramp checks [here](#) or the FAA's Ramp Check Standards [here](#).

II. Arrivals and Departures

A. 88NV Radio Frequencies

Flight Following

Any aircraft inbound to 88NV wishing to receive flight following from Air Traffic Control should use the identifier 18NV for Empire Airport. 88NV is not in the ATC database and 18NV is 12 miles to the southwest of 88NV.

Tower Operations Description

The 88NV tower monitors all inbound and outbound traffic for safety and statistical purposes. When inbound aircraft initially contact the Arrival frequency, tower staff will look up your pilot code to verify you have registered and properly completed the pilot training and therefore grant you permission to use the airport. They will create a flight data card to aid in keeping track of your flight until you are safely on the ground.

When outbound aircraft initially contact the Operations frequency prior to departure, the tower will again create a flight data card to monitor your flight until you safely depart the area. This will be the case for scenic flights as well, however, the tower will also verify you have taken a Scenic Pilot Briefing and monitor your flight until you are safely on the ground.

The tower's primary purpose is to monitor and aid aircraft with advisories to ensure each flight is conducted as safely as possible.

Note: The tower has the authority to revoke any aircraft's permission to use the BRC private airport if it is determined that a pilot is flying unsafely. Any aircraft that lands without permission from the Black Rock Arrivals is considered in violation of the BLM Closure Order. Such aircraft will be viewed as trespassing on BLM land and may be subject to law enforcement action.

Arrivals - 134.7

Initial contact to the airport should be made with "Black Rock Arrivals" on frequency 134.7 outside of 10 miles (approximately the distance of Gerlach). This announcement should include the following.

- **Tail Number or BxA Flight Number**
- **"Inbound to Land," "Scenic to Land," or "Scenic & Go"**
- **Pilot Code**

The Arrivals radio operator will verify the code and advise, "You have permission to use the airport," as well as provide a weather report and active runway. Switch to the CTAF/Unicom frequency and begin position reporting.

Example:

A/C: Black Rock Arrivals, N12345, Scenic to Land with code XXXXXX.

BRA: N12345 you have permission to use 88NV. Runway 27L currently in use, moderate winds out of the SW, temperature 100°F, altimeter 29.92. Welcome home.

CTAF/Unicom - 122.9

Pilots shall self-announce on CTAF/Unicom to "Black Rock Traffic." If addressing the advisory tower, pilots shall specifically address "Black Rock Unicom." All position reports for non-controlled airports shall be standard per [AC 90-66B](#) unless otherwise advised in this advisory.

Pilots intending to land are permitted to use their own discretion on how often to perform position reports depending on the congestion of the pattern and the radio frequency.

Position reports should include the following:

- **Aircraft Type (Include Color Scheme, Tail Number not necessary on Unicom)**

- Position
- Altitude
- Intentions

Note: Please keep radio transmissions brief and clear and do not tie up the frequencies. During high congestion, it is acceptable to omit the “Black Rock” prefix from all calls.

Examples:

A/C: Black Rock Unicom, white Cessna, 10 miles to the SW, 7000, scenic to land.

A/C: Black Rock Traffic, Beech 1900 entering on the 45, 6500 feet.

A/C: Black Rock Traffic, helicopter, short final breaking off for the helipad.

Unicom operators will attempt to keep radio calls to a minimum and only announce any significant changes to the operations such as runway closures or events pertaining to aircraft in the pattern. **Upon request**, Unicom will provide an estimate of number of aircraft in the traffic pattern or scenic pattern, runway in use, weather, and NOTAMs. If it is felt the Unicom operator is being too talkative or providing too much “instruction” on the radio, pilots have priority of the radio usage and are permitted to ask Unicom to “keep the chatter down.”

Black Rock Operations (GA) - 118.35

The Black Rock Operations frequency is a general assistance frequency for all General Aviation aircraft. It is mandatory that pilots contact Black Rock Operations after landing on first arrival and for each departure.

First Arrival - Newly arriving aircraft must contact “Black Rock Ops” to verify [parking](#) intentions. The radio operator will assign a parking spot if you are a first time arrival. Aircraft that are parking in the transient parking area must advise Operations of your intentions (dropping off / picking up).

Each Departure - For GA aircraft that are outbound, contact “Black Rock Ops” either prior to startup or during taxi out and provide the following information and intentions.

- **Tail Number**
- **Pilot Code**
- **“Departing the Area” or “Scenic Pattern”**

The radio operator will provide weather or NOTAMs and verify the pilot taking off has had their mandatory safety briefing.

BxA Operations - 121.05

Aircraft registered with BxA are to contact “BxA Ops” for parking instructions. The BxA Operations will assign a parking spot to inbound aircraft.

For BxA aircraft that are outbound, contact BxA Ops for permission to start engines as they will verify the area is clear.

B. 23L & 23R In Use

Approach From South

Fly over Empire, along the mountain ridge to the east, and intercept and follow the railroad tracks for the left downwind.

Approach from All Other Directions

Approach the city at 7000' MSL. Remain outside of the polygon shaped city perimeter fence and circle clockwise. Exit the Scenic pattern between Point 3 & Point 4 and enter the traffic pattern via the [Scenic Transition](#).

Scenic to Land

From over Empire, fly along the mountain ridge to the east, and intercept and follow the railroad tracks for the left downwind. Once abeam the runways or Point 5, break off the downwind and fly direct to Point 5 and enter the Scenic Pattern at 7000' MSL. Flights from the north and east may enter the Scenic Pattern at Point 2 or Point 3. Remain outside of the polygon shaped city perimeter fence and circle clockwise. Exit the Scenic pattern between Point 3 & Point 4 and enter the traffic pattern via the [Scenic Transition](#).

Traffic Pattern

23L is designated for landings. 23R is designated for takeoffs. Enter the Traffic Pattern from a direct downwind coming from Empire or from the valley southeast of Frog Pond. Descend to the TPA by or abeam Frog Pond. **Please be alert for converging traffic over Frog Pond.**

- Aircraft with normal cruise speeds **less than 120 knots** IAS shall fly left of the railroad tracks at 5000' MSL.
- Aircraft with normal cruise speeds **greater than 120 knots** IAS shall fly over or to the right of the railroad tracks at 5500' MSL and extend the downwind until abeam Razorback Mountain.

Straight in landings on 23L are prohibited. If visual contact with the runway is lost on the base leg, turn to runway heading prior to flying over the perimeter fence and go-around if the runway is not reacquired.

Takeoff Procedure

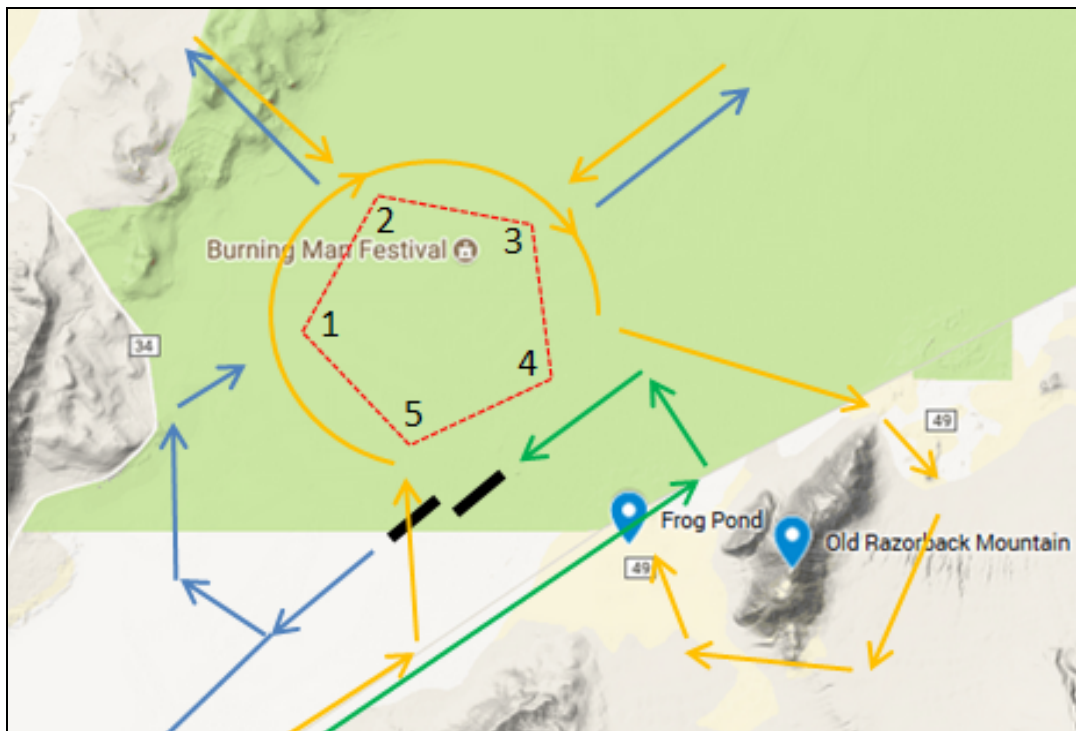
Fly runway heading up to 5000' MSL until two (2) miles prior to any turns or additional climbs.

Departure to the South

Fly direct to Gerlach at or below 7000' MSL, then on course.

Departures to All Other Directions

Follow the [Scenic Pattern Entry](#) procedure and then on course as long as the aircraft remains outside of the perimeter fence.



C. 5L & 5R In Use

Approach From the South

Pilots who are familiar with the geography and the pattern may fly direct to Gerlach and perform a straight in approach to 5L (approximately a ten mile final). If the pilot is unfamiliar or uncomfortable with this approach, they should fly over the eastern mountain ridge (highest peak 7115' MSL) around Empire, and enter the right traffic pattern at Frog Pond or fly the "Scenic to Land."

Approach from All Other Directions

Approach the city at 7000' MSL, remain outside of the fenceline, circle clockwise until east of the city, then fly the [Scenic Transition](#).

Scenic to Land

From over Gerlach, fly toward Point 1 and enter the Scenic Pattern at 7000' MSL. Flights from the north and east may enter the Scenic Pattern at Point 2 or Point 3. Remain outside of the polygon shaped city perimeter fence and circle clockwise. Exit the Scenic pattern between Point 3 & Point 4 and enter the traffic pattern via the [Scenic Transition](#).

Traffic Pattern

5L is designated for landings. 5R is designated for takeoffs. Enter the traffic pattern either on a ten mile final over Gerlach or at Frog Pond. Aircraft on downwind shall coordinate, on the CTAF, with aircraft on final to determine when to make a right base.

- Aircraft with normal cruise speeds **less than 120 knots** IAS shall fly right of the railroad tracks at 5000' MSL.
- Aircraft with normal cruise speeds **greater than 120 knots** IAS shall fly over or to the left of the railroad tracks at 5500' MSL.

Takeoff Procedure

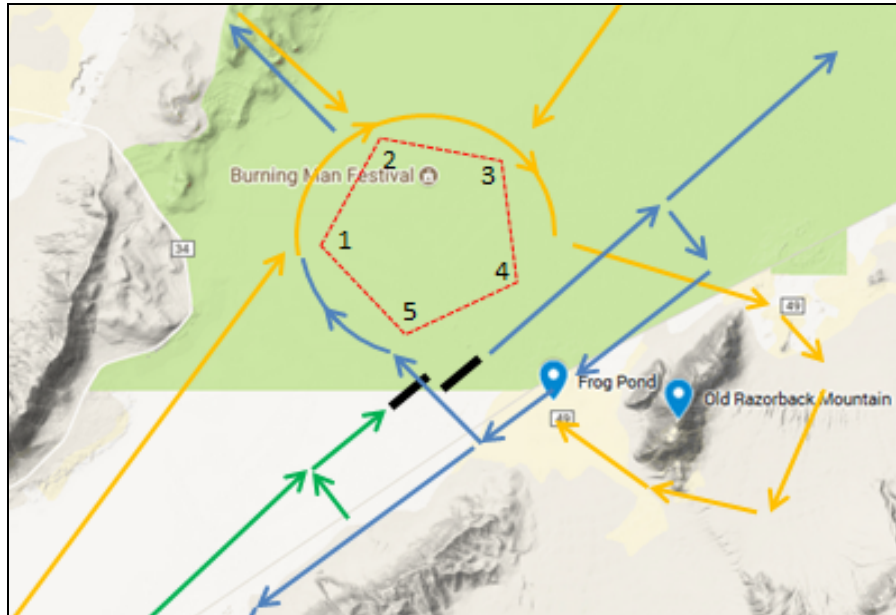
Fly runway heading up to 5000' MSL for two (2) miles then on course. Do not overfly the city perimeter fence.

Departures to the South

Enter the right crosswind after two (2) miles for a downwind departure. Be at TPA or higher prior to Frog Pond. When able, exit the traffic pattern towards Empire then on course.

Departures to the North or East

Left turn to the north or straight out departure off of runway 5R is permitted after two (2) miles.



D. Go-Arounds

All go-arounds must follow the same procedures as any departing aircraft. It is the responsibility of the pilot performing the go-around to communicate intentions and maintain visual separation with any aircraft departing the other runway. The faster of the two aircraft shall perform standard overtaking rules stated in [14 CFR 91.113](#).

If a go-around is necessary due to losing visual of the runway, as may occur due to playa conditions, **aviate, navigate, and communicate!** Maintain your heading and climb to the 5000' MSL until visibility is regained, then return to the traffic pattern. Aircraft that enter IMC conditions in the downwind are expected to maintain their last heading until visibility returns. If there is a concern for terrain avoidance, pilots may climb at their discretion as long as the intention is announced on the CTAF.

III. Landing

Runway Identification

The runway will be initially identifiable by a large black chevron at the runway threshold. Black cones will line the edge of the runways. Wind socks are available and the locations should be referenced on the Airport Diagram.

Note: Be alert for BRC Perimeter and BLM law enforcement vehicles transiting the playa outside the fence.

Landing Technique

Soft field landing techniques are required on touchdown with close attention to airspeed and altitude (depth perception is degraded due to the environment). Recommended technique is to slow without braking and make a high speed turn off the runway prior to applying brakes. Distance between runway cone spacing will be increased at the exit areas to allow for high speed turn-offs. Reverse thrust or beta should be avoided as this will create dust-ups and reduce visibility.

Note: Any kind of braking degrades the runway surface which will make it sand-like and a greater challenge over time. Recommended technique is to slow without braking and make a high speed turn off the runway prior to applying brakes.

Touchdown Zone

The touchdown zone (the first 1000' of runway) will become softer and more sand-like later in the week due to the frequent landings. Good technique for 88NV is to land long and avoid this area.

Exiting the Runway

After touchdown, and slowed to a safe taxi speed, turn off in between the black runway edge identifier cones. There is no designated taxiway turnoff so exiting the runway should be done as soon as practical to accommodate landing traffic.

Note: Do not delay exiting the runway!

IV. Taxiing & Parking

A. Taxi In

Taxiways

There will be a row of orange cones designating a taxiway on both sides of the runway. Pilots must taxi on the right side of the cones to facilitate two way taxiing. Taxiways will be checked for MOOP so staying close to the taxiway cones will ensure no tire damage due to old rebar sticking out of the ground.

Announcing Taxi Intentions

Upon clearing the runway, announcing taxi intentions is not necessary and should be avoided if there is high congestion on the CTAF/Unicom frequency. Pilot requests for taxi assistance or parking instructions should be made on the Black Rock Operations frequency. In the event of zero visibility due to dust, come to a complete stop and provide a PIREP to Black Rock Ops.

Taxiing Technique

Good technique is to maintain full back pressure on the yoke (or forward pressure for tail wheel aircraft) to prevent nose wheels from getting stuck in soft playa or dunes of soft dust referred to as “playa serpents.”

Airport Diagram

Pilots must use all airport diagrams to facilitate situational awareness.

B. Parking - General Aviation

Black Rock Operations (GA) Frequency

All general aviation that are first time arrivals, needing a long term parking spot or are dropping off/picking up passengers (transient parking) should contact “Black Rock Ops” and request parking instructions and provide parking preferences. Parking preferences are commonly any of the following.

- **Transient Parking.**
- **Frequent Flights / Ride Gifting (Closer to Runways).**
- **Camping Next to the Plane / No Flying (Further from Runways).**
- **Request a Specific Spot (or near it).**

The operations radio operator will require the above information to assign a parking spot. Providing short and complete transmissions help reduce frequency congestion.

<p><i>A/C: Black Rock Ops, N12345, clear of 23L, need a parking spot, camping next to plane.</i></p> <p><i>A/C: N12345, clear of 5L, parking in transient to drop off passengers.</i></p>

Note: If you already have a parking spot or are a returning scenic flight, you are not required to contact Black Rock Ops.

Transient Parking Ramp

If you are gifting rides, dropping-off, or picking-up passengers, park in the GA transient parking area. Depending on availability, an airport volunteer may assist with marshalling aircraft in the transient area. If it is clear no marshaler is present, the transient parking is considered at the pilot's discretion facing the nose wheel marker (whisker) to the southeast. Do not park on a taxiway or near the terminal entrance. Pilots are to keep all passengers with them at all times when on the ramp. Do Not let passengers wander around unsupervised. Brief your passengers on the dangers of moving aircraft and spinning propellers. Engines will be shut down when loading and unloading passengers.

Note: Unlike the GA tie-down ramp, transient aircraft are permitted to pull directly into the parking spot.

Shut Down / Interceptors

After shutting down and pushing the aircraft into the assigned spot, an Interceptor volunteer will meet the plane to record your tail number, parking spot, and verify that all aircraft occupants have a ticket or will call confirmation. All participants will then be directed to check in at the main Arrival Gate

Hammer in anchors and tie down the aircraft before leaving the aircraft unattended as winds can increase unexpectedly. Once the aircraft is secured, proceed to check in at the gate as soon as possible. Plan on unloading baggage **after** checking in at the gate.

Do not leave the plane until met by an Interceptor. If no interceptor has arrived after hammering in your anchors and tying the aircraft down (approximately 15 minutes), proceed to the staff building located near the tower and inform any staff member there that you are waiting for an Interceptor.

Resident wristbands: Pilots camping with their plane will need to get wristbands (labeled either Resident or Pilot) at Airport Assistance which will be at greeters.

Luggage Carts

Luggage carts are available at the In/Out Gate, outside the fence, after initially checking in. **All luggage carts must be returned to the gate** (please don't take them to your camp). If you have trouble finding a luggage cart, ask a volunteer to assist you but these are on a first come first serve basis.

C. Parking - Burner Express Air

BxA Operations Frequency

All charter aircraft shall contact BxA Operations for parking instructions. There will be dedicated ramp crew waiting to marshall aircraft into their assigned parking spots.

Passengers

All engines must be shut down when loading and unloading passengers. A ramp crew will meet passengers, escort them to the gate and remain with them until they successfully enter the event.

D. Taxi Out

Safety Briefing

All pilots wishing to depart 88NV must receive a Safety Briefing prior to any takeoff as mandated by the BLM Special Recreation Permit. Information on the briefings can be found [here](#).

GA Aircraft

Aircraft must be moved out of the parking spot and aligned with the ramp taxiway row before starting the engine to prevent dusting aircraft or people. Ask a ramp volunteer if assistance is needed.

Note: Before starting or on taxi out, contact "Black Rock Ops" with your tail number, pilot code and departure intentions.

BxA Aircraft

BxA aircraft shall contact “BxA Operations” **prior to start**. BxA Ops will verify the area is clear and grant permission to start.

Final Departures

All aircraft will be responsible for their parking spot under Burning Man’s leave no trace policy. All garbage, tie downs, and moop must be removed and taken away in the plane. Advising the Air Standards & Safety Supervisor (ASSS) and Black Rock Operations frequency that you are a Final Departure allows airport staff to reassign your parking space.

V. Arrival Gate

A. Gate Processing

Box Office

All participants will present their ticket or access their Will Call ticket. A photo ID must be presented with a ticket. All participants entering the event shall pay a \$60 airport usage fee (cash or credit). This fee is waived for airport volunteers who provide a printed copy of the Shiftboard shift to the staff at the Box Office window.

Customs & Acculturation

Customs & Acculturation are staffed by volunteers to assist pilots and passengers with information on the Airport and Burning Man. All pilots and their passengers who are camping at their plane need to request a Resident Wristband at this window which will allow access to return to the GA ramp through the In/Out Pilot Gate. All event participants will have the opportunity to ask questions and receive information at the event. First time Burners will be initiated by Greeters and you will be welcomed home!

Resident wristbands: Pilots **camping with their plane** will need to get wristbands (labeled either Resident or Pilot) at Airport Assistance which will be at greeters.

B. Escorting Responsibilities

All passengers must be escorted by the pilot, or BxA representative, while outside the city fence until they pass through Customs and into the event. This is both for safety and accountability reasons.

When a passenger is waiting to have ticket issues resolved, the pilot, or BxA representative, is responsible for remaining with the passenger. If permission to enter the event is denied for any participant, the pilot or BxA representative is responsible for flying the passenger out of the airport.

C. Gate Fees

\$60 - Initial Entry - All participants entering the event for the first time.

\$20 - Depart & Return - If you need to leave BRC but intend to return, you must purchase an [In and Out Pass](#) from Gate staff **before** you exit the city gate. Present your valid ticket stub at Airport Gate to purchase an In and Out Pass. This does not apply to Scenic Flights or registered BxA pilots.

VI. Pilot Safety Briefings

On-playa safety briefings are mandatory for any pilot to take off from 88NV as mandated by the BLM Special Recreation Permit (SRP).

A. Departure Briefing

Anyone wishing to depart the event for another destination shall receive a departure briefing from the Air Standards & Safety Supervisor (ASSS) at the staff building on the ramp next to the tower. This will consist of a basic understanding of the departure procedure and common hazards and risks. This briefing should only last a few minutes and is available anytime during airport open hours..

B. Scenic Briefing

Anyone wishing to perform scenic flights around Black Rock City must undergo a safety briefing from an experienced briefer on the procedures, hazards and risks, and Q&A. Briefings are an hour long and are scheduled at 9:00 AM on days the airport is in operation. Location of the briefings will be determined by the briefer and posted at the In/Out Gate.

Upon completion of the briefing, pilots will verify attendance with a sign-in sheet and receive a “briefed” wristband that will allow escorting passengers through the In/Out Gate. The sign in sheet information will be provided to the tower to verify pilots performing scenic flights have successfully completed the briefing.

VII. Irregular Operations (IROPs)

A. Airport Closure

Airport closures will be announced on all the airport frequencies and via the [Airport-Announce](#) email list. Airport staff will attempt to advise all traffic with an estimated time of when to expect the runways to reopen. Please monitor your fuel situation and divert as necessary to avoid a low fuel situation.

For aircraft wishing to remain in the area until the airport is open, plan on entering the [Scenic Pattern](#). Once the airport is reopened, all aircraft in the Scenic Pattern are required to comply with the procedures in the [Scenic Transition](#).

B. Single Runway Operation

The airport may revert to single runway operations for various needs. Announcement of amended procedures will be announced on all airport frequencies. All aircraft are to adhere to standard right of way rules stated in [14 CFR 91.113](#).

Note: Aircraft that takeoff may generate a significant amount of dust in low wind conditions that will impair visibility for landing aircraft during single runway operations.

In the event that an aircraft becomes disabled on a runway, 88NV staff will take all reasonable a safe measures to remove the aircraft as quickly as possible and return the airport to normal dual runway

operations. All movement of disabled aircraft will be done with the supervision of the pilot and trained staff capable of ensuring the safe movement of the aircraft.

C. Ground Stops

Whenever the advisory tower announces a “Ground Stop”, all aircraft must stop motion of the aircraft while on the ground. No aircraft is permitted to takeoff. Aircraft are permitted to land as long as they have a visual of the landing runway and determine it to be safe, but must stop immediately after exiting the runway.

Reduced Visibility

Regardless of whether a Ground Stop is issued, **any aircraft that encounters zero visibility due to dust must come to a complete stop and notify the Black Rock Operation frequency immediately with a PIREP.** If prolonged white out conditions are expected, plan on shutting down the engine and notifying Black Rock Ops of your location until visibility returns or airport staff can escort the aircraft back to the parking area with a “follow me.” Always stay with your aircraft when shut down outside of the parking ramp.

Medevac Operations

Whenever medevac operations are announced, a Ground Stop will be issued. It will be at the discretion of the Tower Supervisor to lift the Ground Stop or issue instructions to individual aircraft.

D. No Response from 88NV Tower

The arrival frequency for the 88NV tower utilizes a high gain antenna and should be reachable at least 10 NM from the airport. Should an aircraft not have any response from 88NV on initial contact using the arrival frequency, the following checklist should be followed to ensure permission is obtained to land at 88NV.

- Contact Unicom and advise there was no response on the arrival frequency. If still no response,
- Request a radio check on the CTAF frequency. If still no response,
- Check volume and frequency of radios. You may join the traffic pattern but do not land. If no contact is made with the tower by the time you are on final, go around. Do not land at 88NV without permission.

In the event of radio problems or power failures in the tower, radio operators will resort to using short range handheld radios to establish contact with all inbound aircraft. Positive contact with the tower radio operators must be established in order to land.

VIII. Scenic Flights

One of the greatest gifts a person can receive is a flight around the city. For many people, flying in a small airplane is a unique experience, one that is often even more memorable and inspiring when it occurs at Burning Man. A big thank you in advance to any pilot who takes the time to gift someone a ride around the city!

A. Scenic Pattern Altitude (SPA)

- 5,500' MSL for aircraft with normal cruise speeds less than 120 knots.
- 6,000' MSL for aircraft with normal cruise speeds greater than 120 knots.
- 7,000' MSL for aircraft arriving from anywhere other than 88NV.

B. Scenic Reporting Points

Each point of the Black Rock City polygon boundaries are numbered. Position reports by pilots in the scenic pattern should be made at the following points.

- **Entering the Scenic Pattern (Normally Point 1)**
- **Exiting the Scenic Pattern (Normally Between Point 3 and 4)**
- **Point 5 (Additional Circuits or Departing the Scenic to the South)**

For aircraft that exit the the Scenic Pattern between Point 3 and 4 for the Scenic Transition, it is mandatory to report the Frog Pond Entry (45⁰ Entry) **prior to entering the traffic pattern**. This is a hotspot with converging traffic.

C. Before Takeoff

Ride Wrangler

The airport helps facilitate event participants getting a gifted flights by directing them to the Ride Wrangler volunteer positioned near the pilot gate. They will maintain a list of passengers and work with pilots to accommodate seat and weight capacity. Off duty airport volunteers are given priority on the list. Pilots wishing to gift flights shall advise the Ride Wrangler of your availability and they will connect you with passengers.

Scenic Sentry

To assist with monitoring passenger movement through the In/Out Gate, it will be required to check-in with the Scenic Sentry volunteer while you are with your passengers. Temporary Wristbands will be assigned to your passenger which will allow their re-entry to the event. Pilots are required to check in with the Scenic Sentry after the flight to have the Temporary Wristbands removed.

Taxi Out

Contact Operations with your pilot code, tail number, and advise that you are a "scenic flight."

Note: The Operations radio operator may require you to delay your departure for a few minutes if there is a significant number of aircraft in the patterns or if there is a Ground Stop.

D. Scenic Pattern

Departing Runway 23R

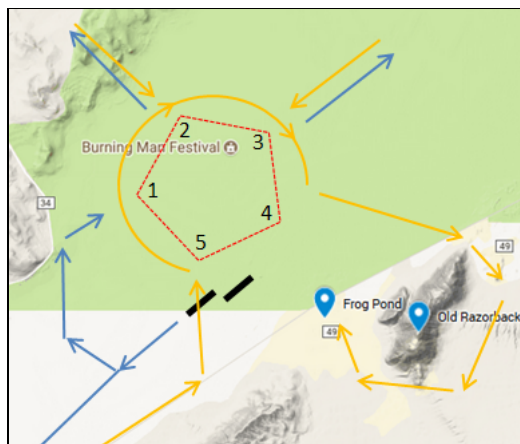
Departing runway 23, fly runway heading and climb to approximately 4800'-5000' MSL then a shallow right turn towards Point 1. Continue the climb to SPA.

Departing Runway 5R

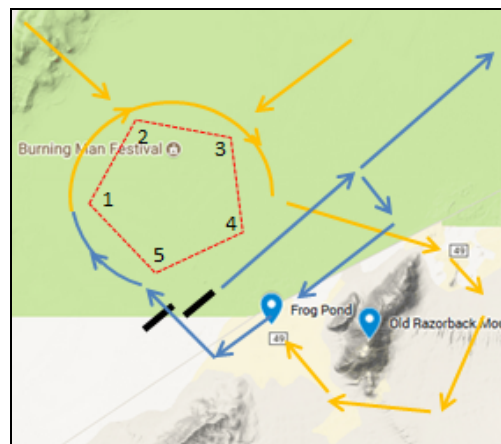
Fly the upwind for two (2) miles and enter a right downwind while climbing to SPA. Once at SPA, turn direct for Point 5 and fly directly over the runways.

Flight Path

All aircraft shall fly a clockwise pattern around the outside of the city perimeter fence. Always stay outside of the city perimeter fence. No overflight of the city is permitted. If doing additional loops around the Scenic Pattern, remain close to the perimeter fence at Point 4 and Point 5 and be alert for downwind traffic as well as traffic entering the scenic pattern.



23L/R In Use



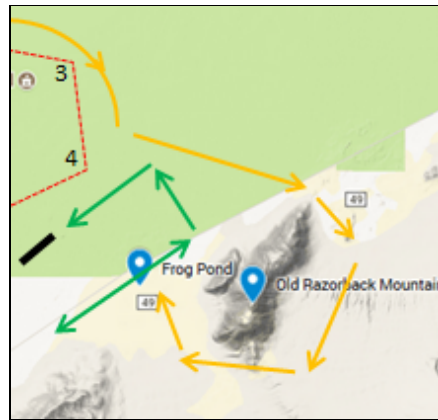
5L/R In Use

Overtaking

Overtaking another aircraft at the same altitude should be avoided. Provided that two-way communication is established between the two aircraft, they are able to maintain visual separation, and no ground track goes over the city perimeter fence, overtaking is permissible at the pilot's discretion.

E. Scenic Transition

The Scenic Transition refers to aircraft departing the Scenic Pattern and entering the Traffic Pattern. Aircraft shall exit the Scenic Pattern between Point 3 and Point 4, fly southeast around the east side of Razorback Mountain. Start descending from SPA to the TPA once east of Razorback. Once at TPA and in the Frog Pond Valley (SW side of Razorback), enter the traffic pattern at Frog Pond.



F. Scenic & Go (Arrive & Depart from Elsewhere)

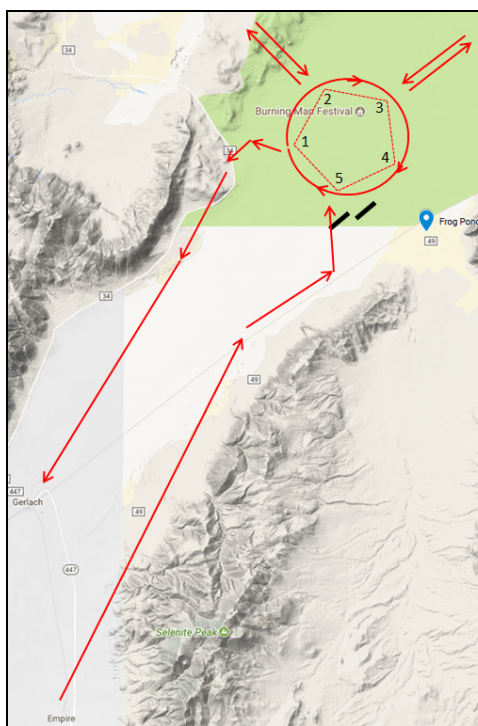
Aircraft that wish to arrive, perform a scenic flight around the city and then depart the area must do so in accordance with the rules of this advisory including registering, completing the online training and complying with all communication and routing procedures. Aircraft not planning to land at 88NV shall maintain no lower than 7000' MSL, remain outside of the polygon shaped city perimeter fence, and circle clockwise.

23L/R In Use

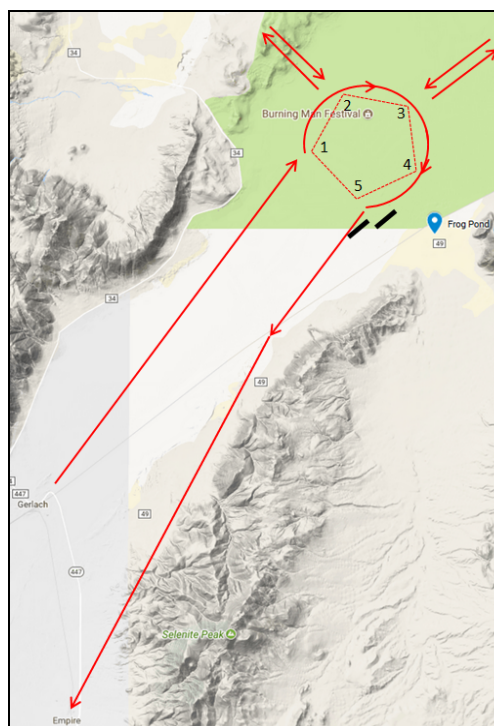
From over Empire, fly along the mountain ridge to the east, and intercept and follow the railroad tracks for the left downwind. Once abeam the runways or Point 5, break off the downwind and fly direct to Point 5 and enter the Scenic Pattern at 7000' MSL. Flights from the north and east may enter and exit the Scenic Pattern at Point 2 or Point 3. Southern departures should exit at Point 1 to the west for one (1) mile prior to turning south toward Gerlach.

5L/R In Use

From over Gerlach, fly toward Point 1 and enter the Scenic Pattern at 7000' MSL. Flights from the north and east may enter and exit the Scenic Pattern at Point 2 or Point 3. Southern departures should exit at Point 5 toward Empire.



23L/R In Use



5L/R In Use

IX. Other Operations

A. Ultralight

Ultralights are permitted and are subject to the same rules of this advisory unless stated in this section.

Modified Hours of Operations & Runway

All ultralights must originate from 88NV and are permitted to takeoff and land from sunrise to sunset. All takeoffs and landings must be done from the ultralight designated area.

Modified Scenic Pattern

Ultralights less than 70 mph are restricted to a modified Scenic Pattern. Fly below 5000' MSL starting northwest of Point 5, clockwise to Point 3, and back.

Do not fly directly over the ranger station near Point 1 regardless of altitude. As a reminder, all aircraft including ultralights must stay outside the city fence.



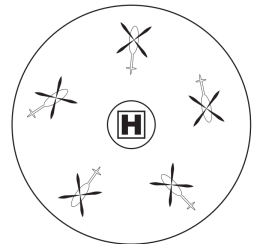
Modified Communication Procedures

Ultralights are not required to have two-way communication but it is recommended that they do and announce all takeoffs and landings on CTAF. No call to Ramp Dog is required. Ultralights may utilize 122.75 as an Ultralight CTAF when in the Scenic Pattern.

B. Helicopters

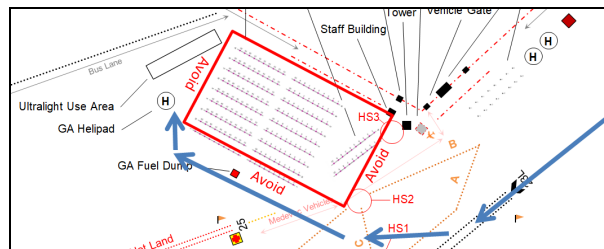
Helicopter approaches are the same as all other aircraft but are required to sidestep over the runway, to land on one of the two helipads. The helipad to the northwest of Point 5 is for general aviation and the one northeast of Point 5 is for BxA helicopters. Helipad demarcated by "H" on ground. Landing/parking should be done around the "H" to facilitate multiple helicopters.

Due to the surface conditions (a fine, dusty, alkali dry lake bed), hovering should be done at a minimum as it will cause a white-out and cause the pilot to lose visual cues, thus posing a significant safety of flight risk.. Air taxiing should be done at around 100' AGL but no less than 50' AGL and should not fly directly over any aircraft or people.



- GA helicopters must follow the taxiway cones to the northwest, extend beyond the helipad, and approach from the northwest.
- BxA helicopters must approach the helipad from the northeast.

If medevac operations are in effect, GA helicopters shall avoid overflying the Medevac Staging area and the rest of the GA Ramp by flying the long way round at 150' AGL.



C. Skydiving

Skydiving is permitted at Black Rock City. All jumps must be done from aircraft originating out of 88NV. Anyone wishing to skydive at Burning Man must register with the Burning Sky theme camp. Click [here](#) to learn more.

D. Drones

All drone flying within the BLM closure order must take place within the city fence and requires prior approval. Click [here](#) to learn more.

X. Links & Downloads

A. Links

- [Pilot Registration & Training Course](#)
- [2019 BLM Closure Order](#)
- [2018 BLM Closure Order Map](#)
- [BLM Wilderness Areas](#)
- [BxA Passenger Information](#)
- [Weather Underground \(Search 88NV for Live Weather\)](#)
- [AOPA Ramp Check Guidance](#)
- [2019 Graphic NOTAM \(Provided to Oakland Center\)](#)

B. Downloads

[All Charts \(Print All\)](#)

Airport Diagrams

[2019 Airport Diagram](#)

[2019 GA Ramp Diagram](#)

[2019 BxA Ramp Diagram](#)

23L/R

[2019 Rwy 23 Arrival & Departure Chart](#)

[2019 Rwy 23 Traffic Pattern](#)

[2019 Rwy 23 Scenic Pattern](#)

[GA Helicopter Approach During Medevac Operations](#)

5L/R

[2019 Rwy 5 Arrival & Departure Chart](#)

[2019 Rwy 5 Traffic Pattern](#)

[2019 Rwy 5 Scenic Pattern](#)