

Burning Man Five-Year Operating Plan

2006 through 2010

[edited for web file size and Privacy Act requirements by BLM]

BURNING MAN 2006-2010

Operating Plan

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1. Overview

Black Rock City LLC (BRC/LLC) is planning to produce the Burning Man event annually for 2005 through 2010. Each year the event will be from the Monday before Labor Day through Labor Day unless BRC/LLC requests different dates for a particular year and the Bureau of Land Management (BLM) agrees.

Burning Man has become a major part of the economy in northern Nevada, a key supporter of rural communities, a leader in public lands conservation, as well as a significant patron of developing artists. Burning Man census data indicates that participants spend about \$10,000,000 annually in northern Nevada going to and from the event. Furthermore, BRC/LLC spends about \$3 million a year in northern Nevada for expenses related to the event. This includes over \$700,000 per year to the Bureau of Land Management (BLM) in permit fees. Since 1998 BRC/LLC has donated over \$250,000 to service oriented charities in northern Nevada.

Burning Man is the largest Leave No Trace event in the world. The event's cleanup record has become the model by which the BLM applies to other users of public lands. Burning Man participants have contributed an estimated 400 person-hours to the cleanup of non-Burning Man related sites in the Black Rock Desert, and have participated in the Reno Earth Day festival every year since 1998. Burning Man holds a board position with the "Friends of the Black Rock", a non-profit group dedicated to the preservation of the Black Rock Desert. Also, Burning Man is heavily involved in the BLM's Resource Advisory Committee (RAC) in planning the future of the Black Rock Desert National Conservation Area (NCA).

2. Event Site:

The general location of the event will be the Black Rock Desert National Conservation Area, Nevada. The specific location would be the same site as in event years 2000 through 2005, unless environmental or other major issues require another suitable location nearby that BRC/LLC and the BLM would mutually agree upon in the Stipulations for a specific year. BRC/LLC is anticipating between 30,000 and 40,000 participants for the next two years. However, it is possible that population could go over 40,000

sometime in the next five years. BRC/LLC is fully prepared to handle a maximum of 50,000 participants if necessary. The site plan and city grid would need to be slightly larger for an anticipated population of 40,000 to 50,000. Accordingly the site plan for an event of 40,000 to 50,000 would need to be placed more to the northeast in order to fit between the roads. For more details see Sheets 1, 2, 3 (pages 25, 26, 27).

3. Set Up:

Note on Contents of Plan, especially Start and End Dates:

The tasks and dates offered in this Operating Plan reflect the cumulative experience of BRC/LLC in organizing the event of Burning Man. The BRC/LLC is firmly committed to creating an event that prioritizes the safety and well being of participants, the local community, and the natural environment. This operating plan reflects BRC/LLC's commitment to that goal.

The dates referenced in this document reflect the minimal amount of time required to accomplish a particular task. The dates referenced in the event set-up section should be considered start dates (unless otherwise specified). The dates referenced in the clean-up section should be considered end dates (unless otherwise specified).

The dates in this Five-Year Operating Plan are best estimates and might need to be adjusted slightly in the Stipulations on a year-by-year basis.

Preliminary Survey:

Each year BRC/LLC will commence event site preparation twenty-five days before the start (the Monday before Labor Day) of the Burning Man event. Black Rock City Department of Public Works (BRC/DPW) will complete the preliminary surveying seventeen days before the start of the event. During this period there is no action or assistance required from the BLM. BRC/DPW will place small surveyors' flags to mark the planned location of the Black Rock City trash fence, boundaries, and roads.

BRC/DPW will survey and flag the Gate Area, Entry road and the roads of Black Rock City (see Sheet 2) during the preliminary survey period.

Trash Fence:

A trash fence will serve as the perimeter marking of Black Rock City as well as protect the Black Rock Desert from preventable wind-blown trash.

Seventeen days before the start of the event BRC/DPW will begin construction of the trash fence. The trash fence will be completed ten days before the start of the event. The trash fence will be built using approximately 6000 T-stakes and strung with plastic fence material.

Signage Installation:

Signage for vehicular and pedestrian control, both on and off site, will be installed commencing fourteen days before the start of the event.

Infrastructure Construction:

During completion of the trash fence, and no sooner than seventeen days before the start of the event, the BRC/DPW will commence on-site operations. At this time, light spires, street signs, road signs, central camp structures, Communication System, large sculptures, portable toilets, the Gate Area, the main entry road, and other infrastructure items will be constructed or installed on site (see Sheet 2).

The construction of the camp infrastructure is scheduled to be completed three days before the start of the event.

City Layout:

For purposes of this five-year plan, the layout of Black Rock City will be roughly based on the city plan for Burning Man 2005. However, BRC/LLC will re-evaluate the plan on a year-by-year basis in order to create a workable urban plan for each year. For example, BRC/LLC might create an extra road, remove a road, reconfigure the placement of porta-potties, etc. If the anticipated population is over 40,000 for a given year then the city layout would need to be slightly larger. For more details see Sheets 1, 2, 3 (pages 25, 26, 27).

4. Traffic Signage:

Fundamental for our overall city design and usage plan for the Black Rock Desert is the abundant use of traffic signage in order to facilitate traffic flow. With safety and environmental security on the forefront of our minds, we have designed a city and a traffic system that minimizes the use of cars and segregates pedestrians from vehicles. All safety signage designed to be viewed from a vehicle will be produced in dimensions standard for public highway use. Signage will be placed between Gerlach and the event entrance, as well as at the entrance to the event.

5. Event Security and Medical:

Event Security and Medical services will be provided through a combination of cooperation among the BLM Rangers, Pershing County Sheriff's Department (PCSD), Washoe County Sheriff's Department (WCSD), Black Rock City Emergency Services Department (ESD) and the Black Rock Rangers (BRR), including the BRR sub-department Law Enforcement Agency Liaison (LEAL), and possibly private security officers. Emergency Medical Services (EMS): REMSA will be located in Center Camp. BRC/LLC utilizes the services of other vendors, REMSA and BLM certified fire contractors to provide some services. These cooperators will build upon the work of prior years in order to work together to execute another excellent event. The establishment of a Unified Command Post will aid this collaboration. The Unified Command Post will be a shared location wherein the cooperators will work hand in hand in order to insure coordinated efforts and to enhance communications

Event Security:

The BRC/LLC has designated the BRR and Gate/Perimeter as the organization's lead for event security. Under direction of the BRC/LLC, the BRR and Gate/Perimeter will collaborate with BLM Rangers, WCSD and PCSD to address event security. The BRR serve as the first responder component of this coordinated security plan. The BRR, Gate/Perimeter will enforce all event-specific guidelines (presented to the participants as "rules"). The BRR/LEAL Director will host an "Agency Coordination Meeting" at 4:15 PM each day of the event. The daily coordination meeting will insure maximum coordination, as well as provide a mechanism for change and adaptation during the event.

Based on preliminary suggestions by BLM officials, BRC/LLC is exploring the option of hiring or contracting with a private security force. The purpose would be to keep Black Rock City safe, while at the same time reducing the number of BLM Rangers and/or Pershing County Deputies. This would also reduce the overall amount of money that the BLM Winnemucca Field Office would have to give to BLM law enforcement and/or Pershing County Sheriff's Office. If BRC/LLC decides to pursue this then the specifics would be agreed upon in the stipulations for that year.

Housing for Law Enforcement

Housing for law enforcement officers is available in Gerlach at Bruno's Motel and also Bruno's Trailer Park at prevailing market rates. Since the number of law enforcement officers is somewhat dependent upon the population of Black Rock City, a discussion about population is as follows. In 2004 and 2005 BRC/LLC predicted about 35,000 participants. In 2004 there were 35,511 participants; in 2005, 35,567. Despite BRC/LLC's accurate predictions, law enforcement hired officers as if there would be 40,000 participants. Nevertheless, in both 2004 and 2005 there was adequate space for law enforcement officers to stay at Bruno's Motel. In 2005 BRC/LLC and the BLM began to examine the formula regarding adequate law enforcement coverage for the total participant population. Until agreement has been reached it is difficult to speculate on the number of additional officers needed to manage a BRC population of over 40,000 participants. However, a liberal estimate of the per person population and per officer coverage indicates adequate accommodations are available in Bruno's Trailer Park.

Emergency Medical Services (EMS):

REMSA will be located in Center Camp. ESD will provide medical services at two medical stations. ESD will also provide first responder EMS and Fire units in addition to the advanced life support units provided by REMSA.

Communications:

The ESD consists of over 200 Emergency Services providers, the vast majority of them are professionals in their field. The ESD's communications system will serve as the eyes and ears of Black Rock City. It will also provide separate communication channels for the following functions:

- a) Security (BLM, PCSD, WCSD, BRR), Emergency Services and REMSA.
- b) Camp Construction and City Maintenance (DPW).
- c) Artists and Performance.
- d) Food and Commissary.
- e) Gate & Perimeter
- f) Communications & Media
- g) Community Services.

The ESD will maintain a central communication system, which will provide a 24-hour a day capacity to detect and respond to any emergent security or safety incident within BRC. The communications system incorporates an Incident Command System (ICS). The BRR consists of over 100 Rangers who carry radios and are trained on correct radio usage. The BRR, up and down the chain of command, are trained to use the ICS to facilitate communication between the BRR and outside agencies in the event of an emergency.

Outposts:

In order to facilitate the goals of safety and security there will be two BRR outposts located at each plaza (see sheet 2). Outposts serve as information points, and as a patrol post. The ESD will also have stations located near the BRR outposts; they serve as a posting location as well as an EMS triage and first aid station. REMSA coordinates the clinic in center camp.

Chain of Command:

The BRR's large Ranger contingent will act as the first point of resolution for any matters of concern. The ESD's radio system will facilitate inter-agency communication and cooperation by including the BLM, the WCSD, the PCSD, Fire, and Medical support. In the event of an emergency, the radio system will work to allow timely responses and to inform the relevant agencies of the location of the emergency.

Perimeter/Speed Patrol:

The city plan for 2006-2010, for reasons of security and safety, includes an extensive fenced area. The BRC/LLC expects that the BLM will patrol the area and enforce the speed limit (10 mph) within the 5-mile wide buffer zone around the fence. The BLM should enforce the no camping within 5 miles of the fence (perimeter). The BRR will monitor the perimeter and patrol inside the fenced area. At times, the BRR will ask for the assistance of other cooperating law enforcement agencies to handle perimeter violations and speeding violations. The BRC/LLC asks the BLM to work closely with the BRR to monitor the area around the fence, in particular when persons attempt to drive at high velocities through the event space to avoid the entrance fee. This is primarily about the safety of participants camping near the fence who could be seriously injured or killed when someone breaks the perimeter with a vehicle.

6. Off Site Security:

Off site security should include monitoring inappropriate traffic or illegal behavior in the following locations: the three mile entrance to the Black Rock Desert, Trego Hot Springs, Black Rock Hot Springs, the visible portions of the Applegate/Lassen & Nobles Trails and the town of Gerlach.

The challenge of off site security will be handled by a well-coordinated effort by the BLM, the WCSD, PCDS and the BRR. The general scope of responsibility is as follows:

- a. The BLM Rangers will patrol and control the area outside the perimeter fence, enforcing the five-mile no camping and ten-mph rules.
- b. The WCSD & PCSD will patrol and control several key sections of perimeter fence.
- c. BLM Rangers will have strategic posts so as to be able to address several key areas of concern:
 - 1). The three mile entry point;
 - 2). The twelve mile entry point;
 - 3). The high road access;
 - 4). The railroad tracks and any southern exposures;
 - 5). The eleven mile perimeter fence;
 - 6). Sensitive areas designated, such as the Applegate/Lassen and Nobles Trail Cutoff, Trego Hot Springs, Black Rock Hot Springs, and others;
 - 7). Selected concerns in the town of Gerlach;
 - 8). Black Rock City.

The BRR are a first response team for dealing with problems within Black Rock City. The BRR will at times request aid from law enforcement agencies, especially in cases of illegal acts, life threatening conduct or evictions. The cooperating law enforcement agencies are the first response team for dealing with safety and security problems at and beyond the perimeter of Black Rock City. In particular, the BRR are unable to engage in vehicle intercepts, but Gate/Perimeter can assist law enforcement in some vehicle intercepts immediately outside of Black Rock City. Because of our large perimeter, an increased law enforcement presence in this area is necessary.

7. Pre and Post Event Security:

Setup and cleanup efforts can be compromised by the presence of unwanted parties who can be disruptive and refuse to leave the event site. These unwelcome parties risk breaches of safety, security, and environmental stewardship. To avoid such risks, the BRC/LLC requests that BLM provide adequate event security personnel, two weeks before and two weeks after the event, to assist BRC/LLC with evictions from the site. Participants (especially Theme Camps) that require a couple of extra days to clean up post-event are part of the take-down process, and should not be cited or evicted if they are not otherwise causing any problems.

8. On Site Traffic Control:

The following guidelines are offered as an explanation of our on-site traffic control plan. The BRR will seek to resolve any issues arising from the improper adherence to these guidelines.

Participants at Burning Man are required to park their vehicle for the duration of the event except as listed below.

- Bicycles are the preferred form of transportation in Black Rock City.
- Motorcycles and ATV's are forbidden to move about the Black Rock City site during the event.
- The BRR's Department of Mutant Vehicles (DMV) will approve Mutant vehicles for movement within the city. The permitted vehicles will be able to move within the city at 5 mph or less.
- Staff vehicles properly designated.

Designated Burning Man staff and contractors will be allowed to use the perimeter fence gates. These vehicles will be identified with a special pass.

Exit Traffic Control:

At the end of the event participant egress traffic will be controlled by several methods. We will be staging an 'exodus area' for exiting traffic at the entrance point to Black Rock City. This bordered compound will be

allowed to fill with exiting vehicles. As this area is filled, vehicles will be released at timed intervals onto the two-lane temporary entry road connecting BRC to the public highway. The timing of traffic release will be regulated by reports from personnel stations at key points referenced in the Off Site Traffic Control plan (see #8 below). When vehicles reach the paved road the two lanes will be alternately flagged onto the pavement. This will improve the timing of vehicles onto the one lane paved road.

The Black Rock City radio station regularly announces the estimated time for departure. Participants can hear over the radio whether there are any traffic back ups, and therefore self-regulate their flow out of the city. In 2001, this system was tested to the max during an emergency road closure. Due to the success of this system, it will be re-implemented each year along with any improvements learned from the year before.

9. Off Site Traffic Control:

Flaggers trained by Nevada State Department of Transportation (DOT) provide off site traffic control. Communication between BLM Rangers and Exodus Staff ensures appropriate traffic control is implemented. The following areas will be monitored and controlled during peak traffic periods in cooperation by BRC/LLC, BLM and appropriate law enforcement agencies.

- a) The twelve-mile entrance to the Black Rock Desert and Route 34.
- b) The three-mile entrance to the Black Rock Desert and Route 34.
- c) The intersection of Route 34 and Route 447.
- d) The town of Gerlach.
- e) The town of Empire.

Controlling traffic at these locations will ensure safe and timely traffic flow during peak periods of ingress and egress. Peak periods include, the Sunday before Labor Day and Labor Day.

10. Method for Counting Participants:

Purchased tickets collected at the Gate serve as the basis for counting the inbound population of Black Rock City. An ongoing population count is conducted in order to gauge flow and anticipate density changes. A population count is also conducted in order to accurately assign the BLM's User Fee. For the purpose of the BLM User Fee, a user day will be the noontime population for each calendar day of the event. In addition to

counting tickets, the BRC/LLC will use the following guidelines to conduct population counts.

- Local residents who enter and reenter the event will not be counted, nor will BRC staff equipped with badges or passes.
- The total count will be balanced daily against participants who exit the event. BRC/LLC and the BLM will agree each year in the Stipulations on a fair and accurate method for counting outbound population.
- During the event a fee will be assessed on exiting parties who plan to leave and reenter. Therefore, the assessment of whether participants are leaving our population pool will be made at this collection site.
- Participants who leave and return at intervals of a day or days will not be counted for that period of time.

11. Public Communications

A. Pre-Event Communications

The BRC/LLC has extensive access to its event participant base, and it will communicate with participants. The primary objective of communication is the dissemination of event information and policies. The communication objectives are achieved through utilization of the following communication channels:

- Burning Man website: www.burningman.com
- Email newsletter (32,000 people)
- Paper-based newsletter (Building Burning Man, mailed to 60,000 participants in the Spring)
- Event Survival Guide (sent to all ticket holders in the Summer, and posted on the Internet)

B. Agency/Media Dissemination

The BRC/LLC offers a variety of avenues to disseminate information to the media and to agencies. Each day of the event, Burning Man hosts a daily briefing in order to improve information accuracy between agencies, media and Burning Man. The purpose of this meeting is to give all onsite operations the same set of numbers to work with when approached by local and national media, and participants. The BRC/LLC staff is committed to accurate representation of activities, medical emergencies, population

numbers and arrests during the event and expects similar commitment from all agencies involved in the production of the event.

C. Onsite Information Dissemination Capability

Onsite information dissemination mechanisms are formal and informal. Both forms of information dissemination are utilized for ongoing communication with participants with regard to community rules. The entire camp could receive information within 1 hour, should the need arise.

Formal information mechanisms are Burning Man Information Radio (BMIR) (used as an Emergency Alert System for Black Rock City), the Black Rock Gazette-ette, along with participant driven newspapers, BRR, and the organizations two-way radio communications infrastructure.

In periods of non-emergency, public service announcement are played on Burning Man Information Radio. In the event of an emergency, participants would be notified by BRR and/or Theme Camp Placement Staff to instruct participants to tune into Burning Man Information Radio. Burning Man Information Radio would be the centralized source for up-to-the minute accurate emergency information.

Informal information mechanisms with direct and consistent participant interface include; Gate personnel, Greeters, Ranger foot patrol, Theme Camp Placement team, and Playa Information. Other volunteer teams such as Earth Guardians, Lamplighters, BRC/DPW, Media Mecca, External Relations (XRT), Black Rock Gazette-ette and Art Placement Team could be utilized as necessary. These all have the ability to move information via word of mouth quickly through the community.

Should the need arise either or both formal and informal mechanisms can be mobilized. In the case of an emergency the BRC/LLC will evaluate the situation, and develop a plan of action. Information will be disseminated quickly and efficiently via chain of command in the following ways.

Harley K. Dubois would mobilize: Ranger foot patrol, Gate personnel, Greeters, Playa Information, Earth Guardians, Theme Camp Placement team, and any other auxiliary volunteer teams such as Lamplighters or Earth Guardians.

Marian Goodell would mobilize the XRT in addition to auxiliary groups in her direct command.

Marian Goodell would mobilize BRC/DPW personnel and any equipment as needed.

The official radio station could receive orders from Dubois, Goodell or Harvey.

Other LLC members would be responsible for delivering correct

information and mobilizing as necessary in their respective groups.

12. Camp Fire Containment:

BRC/DPW will maintain a supply of fireplaces made of 55-gallon steel drums and approximately 20 large burn platforms usually made from heavy metal. These are designed to prevent the playa from "firing" from the heat.

Once a burn platform has become an approved location and the art has been burnt upon it, other subsequent fire activities are allowed. For example, other participants can use the Man's burn platform after the Man is set aflame.

Other fire areas will be shoveled, raked, and dragged to remove all debris and break up any hardened surface due to heat "firing". Campfires will again be prohibited within BRC with the exception of designated fireplaces.

13. Fire Suppression:

The site lacks vegetation and is therefore a low-risk area for any significant fire.

It is BRC/LLC's intent and objective to exceed the BLM's basic fire protection requirements for the duration of the event to reduce the possibility of any environmental damage or loss of life or property due to fire.

Fire Services will be provided by a BLM certified fire contractor and the ESD Fire Branch (BRCVFD). ESD Officers will function as the Fire Branch Chief in the event of a full Incident Command System (ICS) activation, and ESD Officers will also be considered the Incident Commander (IC) on any fire related incidents that do not have any law enforcement concerns. In the event of such a concern, the most appropriate law enforcement agency would be designated IC.

Operations will be based out of three 24-hour fire stations in Black Rock City. There will be a first response engine based at each ESD station that will be preassigned as the first due resource for all Fire and EMS calls 24 hours a day. Specific events that are identified as being crowd intensive or involving licensed pyrotechnics will have, at a minimum, one engine staged near the event, and a BRCVFD Rapid Intervention Team (RIT) at the performance perimeter.

The ESD is also responsible for reserve water sources, and will provide minimum of 12,000 gallons of water storage.

The Fire Branch will generate pre-fire plans for any location or performance reporting within Black Rock City that will be storing or using any flammable or pyrotechnic materials. This information will be made available to any agency requesting copies. Additionally, BRCVFD, in conjunction with the Performance Safety Team (PST), will check all reporting locations for compliance in safe storage of listed materials. BRCVFD will also perform defensible space inspections for any fire-related site, as well as inspect larger structures for potential fire hazards. BRCVFD will also provide all the RIT teams coverage required for any performance. The fire contractors and BRCVFD will both attend all on-site pyrotechnic meetings to insure up-to-date information on potential hazards. BRCVFD is committed to function with inter-agency mutual aid and incident command system as part of the cornerstone of providing municipal grade service, utilizing multi-agency drills and training on-site for specific apparatus and tactics to improve teamwork on any incident.

14. Black Rock City Airport:

A temporary airport will be overseen by an Airport Manager each year. It will be surveyed and delineated along with Black Rock City (See Sheet #2).

The following is a timeline for airport startup operations:

- Seventeen days before the event starts - Runway Survey complete and surface preparation begins.
- Ten days before the event starts - Begin construction; erect windsocks, mark runway and helipad, install signs.
- Three days before the event starts - Runway open, NOTAM filed effective dates of three days before the event through one day after the event officially ends.
- First day of the event - Begin UNICOM radio service through the last day of the event. MULTICOM radio available before and after these dates.

See Appendix A: Airport Operating Plan for more details.

15. Dust Control:

BRC/LLC will utilize at least two water trucks to provide dust suppression. These trucks will be in operation on an as needed basis beginning seventeen days before the event starts through seven days after the event ends. During the final sweep phase of clean up, the playa surface will be soaked by water trucks to create a crust and, thereby limit subsequent wind erosion.

16. Human Waste:

BRC/LLC will contract portable toilet services from a reputable vendor. Condition and usage is monitored by State and County Health Departments and adjustments are made based on their recommendations.

For the 2006-2010 Burning Man events, the number of toilets for each year will be based on BRC/LLC's expected population for that year. Although it is too early to accurately estimate the population for the next five years, BRC/LLC roughly estimates that population will fluctuate between 30,000 and 40,000 participants, and that Black Rock City's infrastructure could support up to 50,000 participants if necessary. The general benchmark for toilets will be 400 toilets for an expected attendance range of 30-35,000 participants. With 50 reserved for special use, that leaves a total of 350 for general use by participants. At our highest-population period (Friday/Saturday nights), this number creates a participant: toilet ratio of 1:86, or 45% above recommended PSIA guidelines. This number also allows us to absorb our high-end contingency maximum population while still exceeding guidelines by 25%. (The above quoted ratios apply to maximum population figures reached on the two days of our 7-day event. For the majority of the event period, toilet coverage ratios will be substantially higher than the figures noted above.)

As in the past, we are committed to the cleanliness of the portable toilets. We will work closely with the vendor to constantly improve the following areas: toilet distribution and placement; proper use of the toilets by participants; and supervision of waste vendors. In addition to reviewing placement to improve ease of serviceability, we are exploring use of mobile toilet facilities, so that additional toilets can be placed adjacent to events that are expected to draw large numbers of participants. We continue to educate the participants to ensure that only appropriate biological waste is placed into the toilet facilities. This education process will continue through the

year prior to the event, and will be emphasized on-site with signage and media reinforcement. Finally, we will assign a full-time staff member to act as liaison with our portable sanitation vendor(s) and provide quality control monitoring of the toilets during the event.

17. Illegal Substance Policy:

The BRC citizen is reached by BRC communications at several significant junctures. At all of these junctures, the BRC/LLC will educate Black Rock City citizens that all federal, state, and county laws concerning the sale and use of illegal substances remain applicable within Black Rock City. The direct message will state that Black Rock City discourages drug use at the event and prohibits selling or distributing drugs. Our Survival Guide will specifically warn participants of the health risks inherent in consuming illegal drugs or alcohol in this harsh environment. This document will also describe the legal penalties to which any participant convicted of illegal drug use may be subject. Finally, the information furnished participants will indicate that state and federal law enforcement will be present at the event and that drug enforcement officials have been and will be undercover at Burning Man. Throughout the year we will meet with law enforcement representatives from the BLM and Pershing and Washoe counties in order to discuss law enforcement policies at the event, and these policies, whenever appropriate, will be communicated to participants. Immediately prior to the event, we will meet with law enforcement personnel in order to communicate information that will orient them within BRC and inform them concerning key components of our organizational infrastructure.

18. Leave No Trace:

As always, we are working to apply the Leave No Trace (LNT) principles to our city in innovative ways. We have expanded our message to the next level with "Don't let it hit the ground." We will continue our large campaign with in our community toward greater education through our web site and Survival Guide. We have added articles on air contaminants, what to burn and not to burn, how to burn and WHERE to burn. We will continue to demand two hours of work beyond the cleaning of individual camps toward the clean up of the playa at large from every participant.

In 2000 thru 2004 we created public burn platforms for the use of all participants. We will continue this effort in the years 2006-2010 constructing burn platforms out of the best materials and will continue to educate people on how to use these platforms correctly. We will work with all large-scale art works to create protective barriers between their art and the playa surface and will once again use our burn blanket made for the Burning Man.

Recycling Camp will continue their efforts in crushing aluminum cans and educating people on the "pack it in, pack it out" ethic. The Earth Guardians will continue their daily missions into the community at large to educate all newcomers during the event as well as continuing their work as stewards of the Black Rock Desert pre and post event. Additionally there is a Burning Man supported effort to utilize energy resources that are environmentally friendly and clean. As always there will be a massive cleanup crew working post event to leaving nothing behind.

19. Event Take Down and Clean Up:

Site clean up will feature a proactive effort to encourage participants to clean up their site and take their garbage home or to the approved land fill sites listed on the web site, in the Survival Guide and other forms of communication as necessary. All artists and theme camp organizers creating installations formally placed by BRC/LLC will be required to read cleanup guidelines and sign pledges. Artists receiving grants from BRC/LLC will be required to pay a clean up deposit. In addition, all placed installations will be located by means of GPS (Global Positioning System) and held personally and publicly accountable for the condition of their site.

Structure disassembly and general on site garbage removal begins on the last day of the event and will continue for two weeks. Leased 30-yard dumpsters will be placed on site and filled until no surface items remain. Burn site removal will be done simultaneously with this first phase. A final inspection sweep will commence when all debris, buildings and campsites are removed and could continue for two weeks. Clean up completion is scheduled for thirty days after the event officially ends.

Efforts by our clean up crew will employ methods developed in 1998 thru 2005, featuring an extensive grid system patrolled at 7–10 foot intervals by our clean up crews. Crews of at least 15 people, including a line boss, will walk the entire permitted area. The intention is to accomplish LNT goals upon a mass scale. Achievement of this goal is dependent upon clear communication from BLM of inspection goals and strategy.

20. Off Site Clean Up:

Off site clean up includes highway 34 from the 12 mile mark to the town of Gerlach, the town of Gerlach, and highway 447 from Gerlach to and including the town of Wadsworth and highway 447 from Gerlach to Cedarville. Trucks and crews of DPW workers will patrol and collect all roadside trash. This will begin the day after the event ends and will continue for approximately two weeks as needed. If necessary, other locations will also be cleaned, including Trego Hot Springs, and Black Rock Hot Springs by the same method. We propose that the area will be left in better condition than before this event.

21. Emergency Plan:

BRC/LLC has created several contingency plans in case of an emergency. For example, if there are heavy rains that make vehicular travel impossible then all resources (food, clothing, and shelter) will be centralized and administered under the direction of the Black Rock Rangers and BRC/DPW. Participants would be marshaled and sustained on site. The Burning Man Information Radio (BMIR) would institute Emergency Alert System. Should the situation require, the Bureau of Land Management Rangers, and the Washoe and Pershing County Sheriff's Departments would be enlisted to supply further leadership and necessities. (Please see, "Public Communication" for more details).

Should it be necessary to discontinue the event (heavy rain, natural disaster) an incident command situation would go into effect. This would be implemented by the BLM in conjunction with the lead sheriff's agency. Emergency services would be implemented to respond with emergency disaster procedures or crowd control procedures.

All individuals, vehicles and property that could safely evacuate the event area would be compelled to exit by the best route available. Assistance to do this safely would be provided by participating agencies, and directed by the incident commander.

The incident commander would determine when the situation/conditions were contained and controlled and thus allow a resumption of event activities or the continuance of event evacuation.

In addition to the inclement weather contingency plan, BRC/LLC also has developed plans for evictions, population increase, gate crashing, law enforcement incidents, fire, medical, structural collapse and hazardous

material emergencies.

22. Population Arrival Estimate:

According to the Department of the Interior regulation the "user day" is calculated as any portion of a 24-hour period. The calculation of "user day" will be made once per 24-hour period for the reporting of population with regard to the recreational fee owed to the Bureau of Land Management. For historical consistency the reporting time will be at noon each day of the event.

Rough Estimated Population Figures for Each Day of the Event (for 2006)

Monday, noon	9,500	
Tuesday, noon	17,500	
Wednesday, noon	23,000	
Thursday, noon	30,000	
Friday, noon	33,000	
Saturday, noon	33,000	
Sunday, noon	25,000	
Monday, 12 noon	6,000	
<u>TOTAL use days estimated:</u>	<u>177,000</u>	
<u>Estimated Annual Usage Fee (177,000 x \$4)</u>		<u>\$708,000</u>

23. **Who Do You Contact?**

Burning Man is run by a 6 member LLC. With this list below, and contact information we are clarifying whom to call first. The first person on the list (and in bold) is the primary contact for that particular subject / issue. Names that follow the lead are LLC members and Staff who would also be able to make a decision or help clarify information and should be called in the order in which they are listed.

PERMIT PROCESS:

Will Roger Peterson

Marian Goodell

Larry Harvey

Ray Allen

PUBLICITY, COMMUNICATIONS, WEB SITE, FINANCES:

Marian Goodell

Larry Harvey

ENVIRONMENTAL EDUCATION, THEME CAMP PLACEMENT AND PARTICIPANT SERVICES:

Harley K. Dubois

Terry Schoop

BLACK ROCK RANGERS:

Greg Miller

Harley K. Dubois

SAFETY, EMERGENCY SERVICES:

Joseph Pred

Russ Kane

Harley Dubois

LAW ENFORCEMENT AGENCY LIAISON:

Duane Hoover

Joseph Pred

Larry Harvey

Harley Dubois

DEPARTMENT OF PUBLIC WORKS

Marian Goodell

Dave Pedroli

ART: OPEN FIRE, FLAME EFFECTS, PYROTECHNICS:

Crimson Rose

BLACK ROCK CITY AIRPORT:

Will Roger Peterson

Lissa Shoun

Harley Dubois

24. Contact Information:

Contact details removed consistent w/privacy act requirements

25. List of Preparers:

Larry Harvey

BRC/LLC, Director

Marian Goodell

BRC/LLC, Business and Communications
Director, Department of Public Works
Director

Harley K. Dubois

BRC/LLC, Community Services Director,

Playa Safety Council Director

Will Roger Peterson	BRC/LLC, Manager
Ray Allen	BRC Executive Project Manager
Joseph Pred	BRC Senior Staff, Emergency Services Operations Chief, Safety Committee Chairman.
Duane Hoover	BRC Senior Staff, Law Enforcement Agency Liaison
Rod Garrett	BRC Planning and Design Services
Lissa Shoun	Black Rock City Airport Manager

Burning Man 2006-2010

Location Data

1/18/05

Tentative Burning Man location: -119 14 11.105358W 40 45 17.162029N

Elevation: 3904'

True North/South is along road at 4:30 o'clock

The following data are from the 2005 Burning Man event, and will be used as a general guide in planning Black Rock City each year for 2006-2010. The exact coordinates will be determined each year and written into the stipulations for that year.

- Promenades are 50' wide on the 3:00/9:00 and 6:00/12:00 axis, with lampposts every 100'
- The first road (Esplanade) is 2100' from the Man, the next is 2500', then every 200' (300' between 7:30 and 8:00 and fourth and sixth road), all roads measured from centerline. The City is 8600 ft in diameter.
- The ring roads are 30' wide, except the first and outer roads (roads at 2100' and 4300'), the spoke roads are all 40' wide. (PRELIMINARY)
- Man to the center of Center Camp: 2400'
- Camp Center Theme Camps radius: 250' inside and 485' outside (500' radius to the center of the outer circle road)
- Outposts are at 3:00 and 9:00 on road 2700', and are 200' in diameter
- Outer road to Greeter area: 1000'
- Walk in Camping Area is within area beyond outer road to pentagon between lines extended from 2:00 and 5:00
- There are approximately 40 miles of roads in the City
- Man to outer fence pentagon points: approx. 6500', 7600' between points
- (Pentagon contains over one hundred million sq. ft., or 2,300 acres – 4 sq. miles)
- Greeter Area to Gate: 4000'
- Gate to Highway 34: 1 mile
- To Depot: 10 miles
- To Gerlach: 13 miles
- To Reno: 120 miles
- To San Francisco: 337 miles

Appendix A: Black Rock City Airport

A1 Overview:

The Black Rock City Airport is an FAA-recognized public airport, which exists for the sole purpose of accommodating aviation traffic during the Burning

Man festival. It is therefore an annual temporary airport, probably the only one of its kind. During one week each year, it operates according to the same FAA rules and principles as hundreds of non-towered airports across the USA. The Airport is for General Aviation uses only – no scheduled air carriers and no air transport.

Aircraft aloft are governed by the Federal Aviation Regulations (FARs). The airspace over the Black Rock Desert is Class G uncontrolled airspace up to 14,500 feet MSL. The southwestern portion of the Black Rock Desert including Black Rock City underlies the Reno MOA (Military Operations Area).

The Airport is “nontowered” which means there is no air traffic controller directing the flow of traffic. Pilots follow standard operating procedures for non-towered airports. Advisories are given via UNICOM radio.

The Airport accommodates fixed-wing aircraft, rotorcraft, ultra-lights, hot air balloons, and skydiving. Facilities include a single landing strip, two helipads for medevac and private helicopters, a tie-down area, and camping. The runway and tie-down areas are outside the trash fence that surrounds Black Rock City. A gate is staffed to provide entry to the event for ticketed participants arriving by air. The gate also allows access to and from the tie-down area, and access to the playa for Burning Man participants who are land-sailors.

Aviation activity in 2003 and 2004 included about 100 overnight aircraft, a couple dozen “transient” aircraft dropping off passengers and departing, private helicopters, ultralights, and skydivers. Activity in future is expected to be similar. Approximately 150 participants camp in the tie-down area and just inside the perimeter trash fence.

A2 Airport Facilities:

Airport facilities include the runway, taxiway, windsocks, signs, participant helipad, medevac helipad, tie-down area, and UNICOM radio. Below is the airport layout plan for Burning Man 2005. This plan will be the starting point for the airport plans for 2006-2010. The final plan for each year will be an attachment to the Stipulations for that year. If the city needs to be in a different location than in 2005 (due to population increase) then the airport would need to be moved as well.

For more details see Sheets 1, 2, and 3 (pages 25, 26, 27).

There are no provisions for night operations (no lights) with the exception of the lighted helipad reserved for medical evacuations. The medevac helipad is outlined with reflective material and steady red lights in addition to the outline of a cross, created with colorant. The helipad is placed to allow flights in and out without interference with fixed-wing traffic using the runway.

The runway is placed outside the pentagonal trash fence and oriented southwest to northeast to take advantage of the prevailing winds. It is one mile long and about 50 feet wide. Transient dunes are removed from the runway and taxiway to the tie-down area. The runway is watered as needed during the event to fix fugitive dust. Runway numbers at each end indicates compass bearing. Runway markings are applied using a biodegradable agricultural colorant sprayed directly on the playa surface.

Windsocks are placed near each end of the strip. Reflective traffic barricades with flashing yellow lights are placed around the guy lines supporting the windsock poles. Signs warning of aircraft activity are placed along two desert trails, namely the trail parallel to the runway and the crossing trail. Traffic cones or equivalent indicators are placed between the trail and the runway for the one-mile length of the landing strip.

A tie-down area is designated adjacent to the trash fence and gate. Pilots and passengers may camp with their aircraft if they have tickets to the event. Non-participants are not allowed to enter and are required to depart by sundown.

The airport gate provides access to the playa outside the trash fence for wind-powered vehicles. Land-sailors receive a briefing that includes how to avoid the runway, taxiway, and helipads.

A3 Aviation Operations:

The Runway Manager is responsible for immediate decisions affecting aviation safety and for normal airport operations. The Runway Manager decides when to close the runway, when to recommend an alternate landing area, or when to recommend any non-standard maneuvers to pilots in the air. The Airport Manager typically serves as the Runway Manager but she will delegate this responsibility when she is absent from the airport vicinity during daylight hours. Requests for changes to existing procedures during the event should go to the

Airport Manager, the Runway Manager, or the UNICOM operator in that order. These individuals have aviation knowledge and experience to make safe on-the-spot decisions.

Airport staff has a designated channel on the Burning Man staff radios. Airport personnel can be reached via staff radio or pager 24 hours a day through the event.

NOTAMs (Notice to Airmen) are filed with the local FSS (Flight Service Station) for the Airport activity and for skydiving activity as required by FAR Part 105.

UNICOM radio advisories are provided 24 hours a day on the multicom frequency 122.9 MHz. Standard advisories consist of altimeter setting, density altitude, wind direction and velocity, and known traffic in the vicinity. The radio station provides a minimum 20-mile range. A UNICOMmander oversees the necessary equipment, training, and operation of UNICOM services.

Announcements of activities of an unusual nature, such as skydiving, arrival of a dirigible, or aerobatic performance, are prominently posted at the Airport Gate at least one hour before initiation of the activity. Additional advisories when the activity is initiated are given via UNICOM by the pilot involved or the UNICOM operator.

The runway placement allows for a traffic pattern away from the main encampment for noise abatement and safety. Designated flight paths are recommended to accommodate airplanes, helicopters, ultralights, and photography flights.

Ultralight aircraft have a very slow airspeed and therefore have a separate takeoff and landing area to avoid the runway and faster aircraft. In special circumstances (such as for photography) an ultralight pilot may be approved to takeoff and land within the perimeter fence or in an area away from the Airport.

A4 Pilot Education:

Pilot education pre-event covers all aspects of aviation activities at Burning Man. Information on mountain flying, desert landings, weather hazards, and planned operating procedures for the event is provided.

A mandatory briefing prior to take-off is required of all aircraft pilots during the event. The briefings cover approach and departure procedures, areas that are off-limits (such as local hot springs), general airport operations, noise abatement, and high altitude safety procedures. Behaving responsibly and considerately is emphasized. Skydivers receive specialized briefings from their jumpmaster or the Airport Manager.

A5 Air Safety:

An Air Safety Officer oversees the safety aspects of aviation operations. The purpose is to correct inappropriate, illegal, or unsafe behavior. The Air Safety Officer supervises a team that provides the briefings and enforces the guidelines for aviation operation during the event. The team gives special guidance to anyone who appears to be a safety risk, or who is exhibiting inappropriate behavior. The team also identifies ways to improve safety during the event and for next year. Enforcement levels vary from a warning, to “impounding” the aircraft, to eviction from the event, to a report to the FAA.

Detailed emergency plans will be defined and documented with the help of other Burning Man departments. These plans will include procedures to follow:

- when a runway is unsafe such as after a rainstorm (covers when and how to close a runway)
- when an alternate emergency landing area is needed (identification of emergency sites in advance, when and how to implement them)
- immediately after an accident (how to call for help, what to say to aircraft in the air)
- in the aftermath of an accident (runway status, decision process, crowd control and guarding wreckage, fuel leakage, notification of appropriate personnel)
- when an overdue aircraft is reported or other unusual event.

Non-event aircraft operating in an unsafe manner are reported to the FAA when sufficient evidence is available (witnesses and registration number).

A6 References:

- Federal Aviation Regulations (primarily parts 1, 91, 93, 103, 105)
<http://www.faa.gov/>
- Aeronautical Information Manual

<http://www.faa.gov/ATpubs/AIM/>

- Aircraft Owners and Pilots Association (AOPA)
<http://www.aopa.org>
- Flight Safety Foundation
<http://www.flightsafety.org/home.html>
- Black Rock City Airport
http://www.burningman.com/on_the_playa/airport/