

Vegas F1: Brace Yourself for Special Event Fees

OPSGROUP Team
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Brace yourself – the Formula One Grand Prix in Las Vegas is just around the corner, and metropolitan area airports are about to get really, *really* expensive. Here is an early rundown on what to expect so you can start planning your trip early.

The Grand Prix

The FAA has published the procedures for this year's event [yet here](#).

While race day is Nov 24, **special procedures** will apply at KLAS/Las Vegas, KHND/Henderson, KVGT/North Las Vegas and KBVU/Boulder airports from **Nov 19-26**.

All arrivals and departures will need a **PPR number** issued by an FBO, including drop-and-goes. You'll need to include this in Item 11 of your flight plan.

Don't be tempted to try and land without one. Airport authorities will not allow you to de-plane your pax and you'll need to gas up and leave again without delay.

If you're looking to park overnight, **book now**. Last year it got so busy that the only option for many was to purchase a drop-and-go slot allowing thirty minutes on the ramp to offload, and another thirty to pick up.

Note that **Signature FBO** still cannot accommodate aircraft with wingspan more than 80ft, due to ramp construction works. **Atlantic Aviation** (the only other FBO at the airport) don't have any similar restrictions.

Even airports further afield, such as **KBVU/Boulder City** are already reporting they're booking up. If you're really stuck, it might be worth considering the likes of **KIFP/Bullhead City** (Signature) or **KSGU/St George** (Million Air) – although these would mean a long drive to downtown Las Vegas.



Traffic Jams

Inevitably, arrival rates will exceed airport capacity. ATC will use terminal initiatives to put the brakes on. It may go without saying, but it's important to carry **extra fuel** for airborne holding and reroutes.

Domestic IFR aircraft can also expect Departure Clearance Times for all inbound flights to the three major airports.

Within 200nm of the Vegas terminal area, ATC will not process airborne reroutes or changes of destination unless there is an emergency.

Special Event Fees

The biggest gotcha for anyone operating an aircraft to Las Vegas during the Formula One event is **special event fees** charged by FBOs.

At last year's event, we reported these exceeding \$8,000 USD. This year we've already seen quotes as high as **\$25,000 USD** from OPSGROUP members. So this year, we are effectively witnessing this fee more than triple. And that's just for the special event fee. On top of this there would be all the other standard fees (Facility, Parking, Hangar, etc).

AOPA has been crying foul on this very issue for some time now. As they explain, there is currently **no FAA policy** regarding special event fees. However, existing regs do require charges for the aeronautical use of a public airport to be 'reasonable', or sufficient to sustainably cover costs.

In this sense, the charge of tens of thousands of dollars to park an aircraft does seem exploitative – especially to those operating under Part 91 who may not even be using the airports for the special event they're being forced to pay for.

One last thing - Pacer.

If you're in Vegas for the F1, it would be a good idea to register and use Pacer before you take off again.

If you haven't heard of it, it's basically an **online information exchange** to help operators avoid leaving at peak periods by uploading their intended departure time.

Don't worry - your personal information won't be visible to anyone else, but you will be able to predict when ground delays will be at their worst. It was used at last year's event with good success and becomes more effective as more people use it. So, it's worth a shot.

The image shows the Pacer website's login and registration interface. At the top, the word "pacer" is written in a large, white, lowercase sans-serif font, with a small "TM" trademark symbol to its upper right. Below the logo, there are two input fields. The first field is preceded by a small white person icon and the label "Username" in a light blue font. The second field is preceded by a small white padlock icon and the label "Password" in a light blue font. Below these fields are two white buttons with rounded corners. The top button is labeled "Login" and the bottom button is labeled "Register", both in a dark blue font. At the bottom of the interface, there is a link that says "Forgot Your Password?" in a small, light blue font.

Heard anything else?

Let us know, we'd love to hear from you. You can reach the OPSGROUP team on team@ops.group.