



ROCKY MOUNTAIN METRO AIRPORT (BJC)

PILOT INFORMATION

Updated: 06/15/2023

BJC Tower Administrative Office
Business Phone 720-633-8600
Open 0700L to 1530L – Monday through Friday



**Federal Aviation
Administration**



Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66C \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 6/06/23
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48 \(faa.gov\)](#) Subject: Pilots' Role in Collision Avoidance – 10/20/22

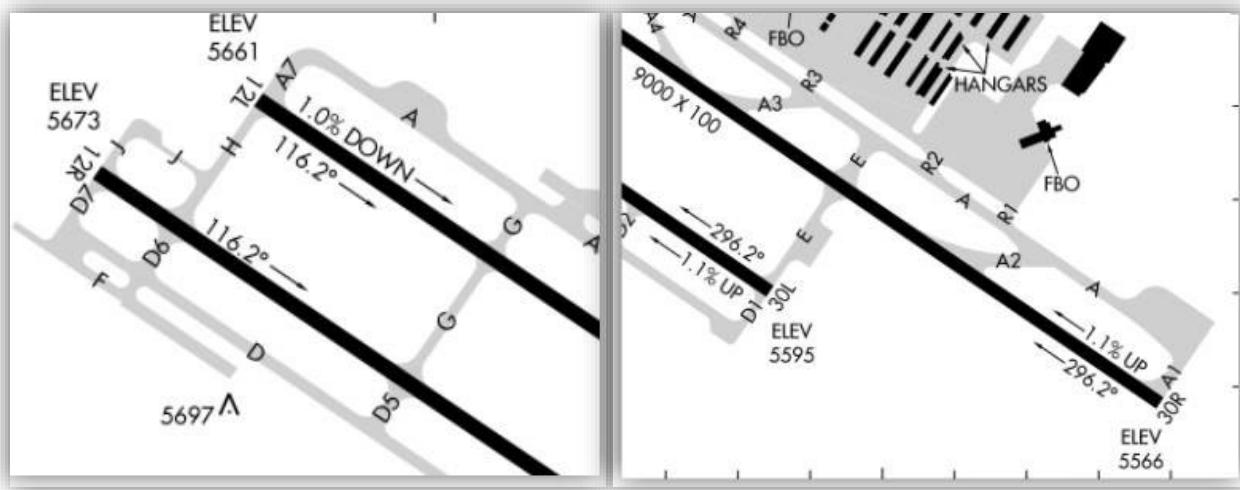


BJC Specific Section

Rocky Mountain Metropolitan Airport (BJC) is a medium sized, multi-use airport located 20 miles west of the Denver International Airport. Situated on the northwest edge of the metropolitan area, it provides a convenient alternative to Business and General Aviation pilots visiting the Denver area. A complex airport layout coupled with the wide diversity of pilot experience and aircraft performance makes Rocky Mountain Metropolitan a challenge to both pilots and controllers.

1. Know Before You Go: BJC

- The diverse traffic mix at BJC includes basic flight school instruction (both fixed and rotor-wing), high-end corporate, air taxi, transient, military, and forest-service firefighting aircraft.
- There are two parallel, staggered RWYs 12R/30L and 12L/30R with intersecting RWY 03/21.
- All parking and businesses are located on the north side of the parallel RWYS.
- First-time pilots have reported difficulty in finding the airport due to surrounding terrain.
- A helpful landmark is a set of two large and one small water tanks located on the south side of the airport. They are painted white and orange and are generally easily seen.
- Wrong Runway Landing risk exists due to closely spaced, staggered, parallel RWYs.



- Pilots may receive complex taxi instructions after landing partly due to intense helicopter operations at Hot Spot 1 and TWY D.
- Remain on TWR frequency while on TWY D until advised to change.



- RWY 03 is often utilized as a taxi route while helicopter training may be in progress at the approach end of RWY 21.
- Several frequency changes due to the division of ground and tower controller responsibility adds to the ground operations complexity at BJC.
- At Hot Spot 2, numerous Hold Short Lines occur in quick succession.
 - Aircraft cleared to taxi via D, B, hold short of RWY 12R, will cross two (two) sets of Hold Short Lines for RWY 03/21 before reaching RWY 12R/30L. This has been a source of confusion. If in doubt, hold short and ask.
- Some Hold Short Lines occur further back from the RWYs they protect and pilots may not be aware of this.
- Aircraft landing on the RWY 12R/30L and told to hold short of RWY 12L/30R must completely clear the RWY 12R/30L Hold Short Line before holding short of RWY 12L/30R.
- Departing aircraft stopped in the run-up area on TWY A on the way to RWY 12L do not need to call contact TWR to continue taxiing to RWY 12L for departure.
 - Aircraft should continue to monitor TWR frequency while in the run-up area before moving to the RWY 12L Hold Short Line.
 - Call TWR when Holding Short either at the Hold Line or in sequence behind another aircraft.
- Aircraft holding short of RWY 12L for departure, are sometimes instructed to cross RWY 12L and depart RWY 12R due to traffic. If this happens, it is critical that pilots cross RWY 12L without delay.
- At Hot Spot 3, pilots taxiing south on TWY D, and instructed to cross RWY 03, mistakenly make the turn onto RWY 03.
- Also at Hot Spot 3, pilots already taxiing on RWY 03, and instructed to hold short of RWY 12R/30L fail to hold short.
 - This hold line is immediately after the turn onto RWY 03.

2. Airspace

The airspace at BJC is Class D with a ceiling up to but not including 8000' MSL. It partially underlies DEN Class B airspace which begins at 8000' MSL immediately east of the airport. BJC underlies the DEN MODE C & ADS-B OUT 30 NM veil. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 ft above | 2,000 ft horizontal
- Communications Establish communications (controller response)



- Pilot No special certification required
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds
- Communications Must obtain ATC clearance prior to entering/departing
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

3. Cautions

Hot Spots

- HS 1** Frequent helicopter operations on north ends of TWY B and RWY 03–21. Use caution in this area.
- HS 2** Multiple hold lines in close proximity. Hold line on TWY B south of RWY 12R-30L is prior to TWY D. Pilots should use caution and hold short when instructed by ATC.
- HS 3** Pilots taxiing south on TWY D and instructed to cross RWY 03 mistakenly turn onto RWY 03. Pilots taxiing on RWY 03 and instructed to hold short of RWY 12R/30L fail to hold short. Hold line immediately after turn onto RWY 03.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ Departing aircraft stopped in the run-up area on TWY A, on the way to RWY 12L, do not need to call contact TWR to continue taxiing to RWY 12L for departure.
 - Aircraft should continue to monitor TWR frequency while in the run-up and before moving to the RWY 12L Hold Short Line.
 - Call TWR when Holding Short either at the Hold Line or in sequence behind another aircraft.

Aircraft, holding short of RWY 12L for departure, are sometimes instructed to cross RWY 12L and depart RWY 12R due to traffic. If this happens, it is critical that pilots cross RWY 12L without delay.

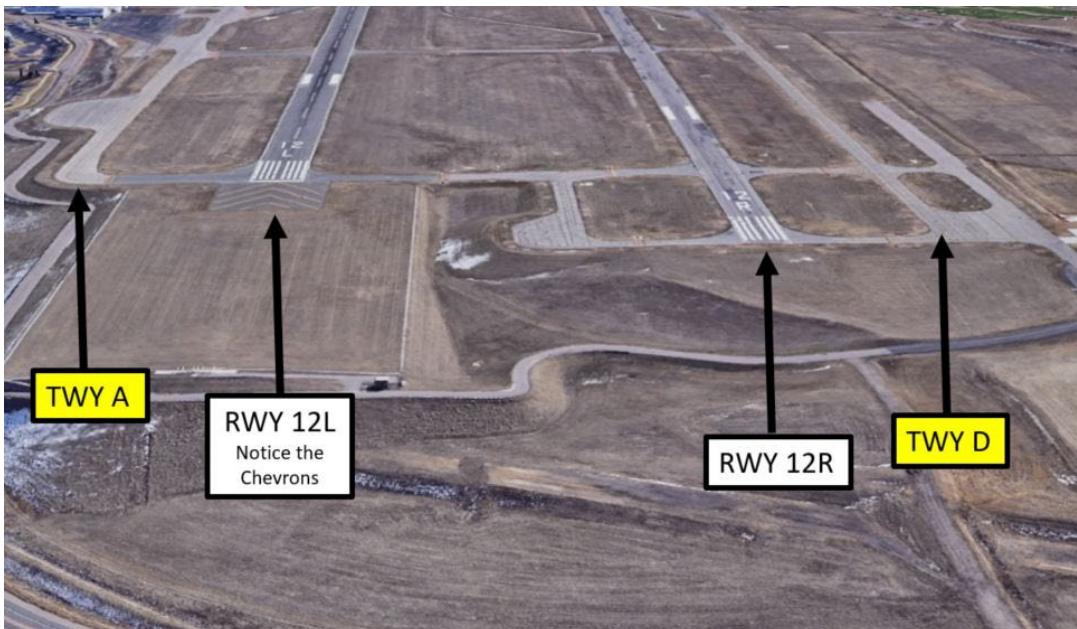
Landing

- ✓ Aircraft landing on the RWY 12R/30L and told to hold short of RWY 12L/30R must completely clear the RWY 12R/30L Hold Short Line.
- ✓ Pilots may receive complex taxi instructions after landing partly due to intense helicopter operations at Hot Spot 1 and TWY D.
- ✓ RWY 12R/30L and RWY 12L/30R are closely spaced parallel RWYs with staggered



thresholds.

- ✓ Be aware that a Wrong Runway Landing risk exists.





Surface Risk – Movement Area

- ✓ Remain on TWR frequency while on TWY D until advised to change.
- ✓ RWY 03 is often utilized as a taxi route while helicopter training may be in progress at the approach end of RWY 21.
- ✓ Several frequency changes due to the division of ground and tower controller responsibility adds to the ground operations complexity at BJC.
- ✓ At Hot Spot 2, numerous Hold Short Lines occur in quick succession.
 - Aircraft cleared to taxi via D, B, hold short of RWY 12R, will cross two (2) sets of Hold Short Lines for RWY 03/21 before reaching RWY 12R/30L. This has been a source of confusion. If in doubt, hold short and ask.
- ✓ Be aware that some Hold Short Lines occur further back from the RWYs they protect.
- ✓ At Hot Spot 3, pilots taxiing south on TWY D, and instructed to cross RWY 03, mistakenly make the turn onto RWY 03.
- ✓ Also at Hot Spot 3, pilots already taxiing on RWY 03, and instructed to hold short of RWY 12R/30L fail to hold short.
 - This hold line is immediately after the turn onto RWY 03.

Additional Cautions

- ✓ Helicopter arrival/departure from RWYs and TWYs.
- ✓ See Special Notices – Extensive Helicopter Flight Training. USAF 306 Flight Training Group Flight Training Areas, vicinity of Colorado Springs and Pueblo Colorado.
- ✓ Numerous flight schools.
- ✓ First-time pilots have reported difficulty in finding the airport due to surrounding terrain.
- ✓ If ever in doubt about your position or your instructions, ask the TWR.

4 Communications

BJC Tower (TWR) operates from 0600L to 2200L

When TWR is closed:

- ✓ The airspace becomes Class G
- ✓ Use CTAF 118.6
- ✓ Use CTAF to control Runway lighting when TWR is closed.
- ✓ When TWR is closed fly Right Traffic Patterns on RWYs 30R, 12R and 21.
 - When TWR is operational follow TWR instructions.



5. From the BJC Control Tower

Local Information that your BJC TWR controllers want you to know.

General

- ✓ Initial calls on any frequency should include full call-sign with type, position, intentions or requests. Be specific on the type of pattern work requested, rather than asking for "pattern work" or "patterns."
- ✓ Runway crossings should all be done expeditiously.
- ✓ If there is ever confusion with any ATC instruction, ask for reissue of instructions by stating "say again" or just state you do not understand the instructions.

Traffic Patterns

- ✓ Always keep the aircraft you are following in sight to the maximum extent possible. If you lose sight of your sequence, immediately ask tower to call the traffic so that you may identify your sequence to the runway.
- ✓ Do not turn base if you lose sight of your traffic sequence in the pattern. Advise ATC immediately.
- ✓ The traffic pattern is 6500' MSL.
- ✓ Once completed with traffic pattern and holding short between the active runways, never switch frequencies until instructed by ATC.

Ground

- ✓ When ready to taxi out to the active runway contact Ground Control 121.7 when aircraft is approaching taxiway A from ramp. Refrain from calling Ground Control for instructions while still at the flight school area.
- ✓ When vacating a runway, do not taxi onto active taxiway without establishing two-way communication with Ground Control.
- ✓ In addition, once aircraft is holding-short of the taxiway contact Ground Control ASAP stating your full call sign and parking request.
- ✓ Please refrain from performing checklists and discussions while holding short of the taxiway due to the necessity of ATC to keep connectors clear.

Takeoff/Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ Monitor the tower frequency 118.6 as you taxi up to the hold-short line of the active runway, when number 1 in line promptly state your full call sign and intention

Arrival/Landing

- ✓ When performing a VFR practice approach, on initial call state your full call sign, position and how the approach will terminate i.e. Full Stop, Low-Approach with direction of departure etc.



6. Additional Information

- ✓ Noise abatement procedure in effect. Noise office 303-271-4850.
- ✓ Pilots are requested to avoid flight due to nesting eagles:
 - Below 6500' MSL – BJC 025/2.7
 - Over Standley Lake below 8000' MSL – BJC 150/3
- ✓ TWY C1 and TWY D marked with reflectors.
- ✓ North terminal ramp exceeds recommended standard.

End of BJC Specific Section



General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper



frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section