



Federal Aviation Administration

Memorandum

Date: June 10, 2025
To: BJC Operational Personnel
From: Nathan Zuck; Air Traffic Manager
Prepared by: David R. Lane Operations Manager
Subject: BJC Air Traffic Restrictions

Rocky Mountain Metropolitan Airport currently leads the National Airspace System (NAS) in the number of Potentially Significant Events (PSEs), which include both runway incursions and airborne safety incidents. This document has been briefed to and approved by the WSA director.

Effective 6/16/2025

1. Pattern Traffic:

- Full Stop taxi backs count toward the closed traffic pattern
 - Pattern Traffic must comply with current BJC TMI
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2. Runway Occupancy

- Once a jet is established in class D airspace, **they own the runway.**
 - Once a high-performance prop (150 kts or more) is established on a 3-mile final, they own the runway
 - Once a low performance prop (150 kts or less) is established on a 2-mile final, they own the runway.
 - No other aircraft may be sequenced in front of the arrival aircraft
 - No departures (IFR/VFR) may be released until the arriving aircraft has landed.
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3. IFR Arrivals

Sequencing Procedure:

All IFR turbo prop and jet arrivals must be vectored by Denver TRACON to a **5-mile straight-in final**. Any APREQ by D01 shall be denied. Single engine, non-turbine IFR aircraft conducting a visual approach may proceed “direct” to the advertised runway per the D01 LOA.

- IFR arrivals on a missed approach or go around will be handed off to D01 for resequencing.

- **Runway Change Procedure:**

In the event of a runway change, BJC OSIC will call D01 TMU position and the D01 radar position to coordinate which aircraft the runway change will start with. Beginning with that aircraft, TRACON will re-vector all IFR traffic to a 5-mile final for the **new active runway**.

4. High Performance IFR Departures:

Fly runway heading until leaving 070 then turn L/R on course per the LOA. You must ensure the aircraft has turned on course in compliance with current DVA restrictions.

5. VFR Departures

Any VFR prop departing in front of a jet aircraft will be given an altitude restriction of no higher than 6,500 until the jet has climbed above them and all potential conflicts have been resolved.

Note: Any approved VFR turn from an upwind does not relieve the controller to ensure that all potential conflicts are first resolved and any required coordination is accomplished.

Runway 30:

- **Northbound:** Fly to the **Boulder Power Plant** until clear of Class D, then proceed on course.
- **Southbound:** Fly to the **Wind Farm**, then on course.

Runway 12:

- **Northbound:** Fly to the **North Interchange**
- **Southbound:** Fly towards **Downtown** until exiting the Delta, then proceed on course. (**Note:** Best Practice will be to remind the pilot when a TFR over downtown is in effect.)

6. VFR Arrivals**From the North:**

- Follow 287 Southbound to **Good Samaritan Hospital** (located at Hwy 287 and C-470), then enter either **left or right midfield downwind**, as directed.

From the South:

- **For Runway 30 and 12:**
Fly to the **west shore of Standley Lake**, then enter **left or right downwind**.

5. Helicopter Operations

- **Arrival Routing from the South:**

- Fly to the **ATCT**, Maintain **070** and **overfly midfield**.
- When the Helicopter reaches Standley Lake you shall protect for the missed approach for all IFR arriving Aircraft and all IFR and VFR Practice approaches. Cut off point are the same as stated for Runway occupancy (#2)
 - If the aircraft on final is with in the cutoff points, you shall have the helicopter enter a left or right down wind at 070, you control the base for them to pass behind arriving aircraft
 - Once clear of the final you control their descent to the ramp with any conflicting mid-field downwind aircraft.

- **Departure Routing:**

- Remain north of the centerline of Taxiway Alpha and at or below 060 until all potential conflicts are resolved.

- **Taxiway Restriction:**

No helicopter operations are permitted on Taxiway D.

6. LUAW:

- Not Authorized

The goal of these procedural changes is to remove some of the complexities that exists in the BJC operation. A CWG will start meeting 6/24 to address all that is included in this memo before any of it is incorporated in the SOP. The flight schools will be invited to collaborate on effective VFR departure/arrival routing.