

Denver ARTCC

Rocky Mountain Metro (BJC) ATCT

STANDARD OPERATING PROCEDURES

July 25th, 2018

Definition of Airspace

Metro class D airspace is defined as the airspace extending upward from the surface up to but NOT including 8,000 MSL within a 5 NM radius of the defined coordinates of Metro Airport.

Definition of Positions

***BJC ATCT Operates from 0600-2200 Local Time. When outside of operating times, BJC operates as an uncontrolled airport within D01.**

Metro Tower (BJC_TWR)

- This position is responsible for the separation and sequencing of IFR/VFR aircraft within the Metro Class Delta airspace.
- Metro Tower shall use 118.600 as its normal operating frequency.

Metro Ground (BJC_GND)

- This position is responsible for the safe movement of aircraft and vehicles on active taxiways and inactive runways.
- Metro Ground shall use 121.700 as its normal operating frequency.
- This position is responsible for the Validation/Issuing of IFR Clearances to IFR Aircraft departing from Metro.

Metro ATIS (BJC_ATIS)

- Metro's ATIS shall be broadcasted on frequency 126.250 by Metro Tower or his designee.

Runway Selection

The primary runway for arrivals and departures will be 30R/12L. Runway 30L/12R will be used as a backup runway and for VFR pattern work.

Runway 3/21 is closed to fixed wing aircraft.

Winds less than 6 knots in any direction OR 6kts or more from 201-019 degrees OR when the airport is IMC:

30R/30L

6kts or more from 020-200 degrees:

12L/12R

IFR Operations

All IFR Departures will abide by the provisions set forth in the letter of agreement between the Rocky Mountain Metropolitan Air Traffic Control Tower and the D01 TRACON. This document can be found on the vZDV website.

Due to mountainous terrain to the west of the airport, IFR flights departing BJC shall NOT be given any initial departure heading between 170-320.

BJC is assigned squawk range 0601-0677

BJC ATCT shall give rolling calls to D01 after the aircraft has begun its takeoff roll.

Appendix 1 – BJC Airspace



