

VFR Arrival and Departure Procedures
Rocky Mountain Airshow –2012
Rocky Mountain Metropolitan Airport (KBJC)

Revision Date 07/26/2012

The Rocky Mountain Airshow will be held at Rocky Mountain Metropolitan Airport (KBJC) on August 24 through 26, 2012. In order to provide a safe environment for flight operations during the fly-in, use the VFR arrival and departure procedures described in this document beginning Friday, August 24 through Sunday August 26, 2012.

OPERATION / SAFETY NOTE –KBJC is in close proximity to Denver International Airport and its associated Class B airspace. These procedures do not authorize operations in the Class B airspace without specific ATC clearance. Be vigilant in the area around KBJC due to anticipated heavy traffic.

Air Traffic Control Tower and Airport Information - KBJC Airport Traffic Control Tower (ATCT) is open every day from 0600 local to 2200 local. The tower may communicate with aircraft by color and type instead of call sign. All airport taxiways north of runway 29R/11L, including Taxiway “A” will be non-movement areas (not controlled by the tower) during the event. Use vigilance when operating in these non-controlled areas. Runway 2/20 will be closed and used for aircraft parking north of Taxiway “A”. Be sure to check the latest NOTAMs prior to operating in the area to ensure you have the most up to date information.

BJC Airport Scheduled Closures – The airport will be closed during various times for the Rocky Mountain Airshow. The times below are the anticipated closures. Be sure to check the latest NOTAMs prior to operating in the area to ensure you have the most up to date information.

CLOSURES

Friday August 24, 2012
Airport closed 1200 to 1600 local practice for airshow
Temporary Flight Restriction (5NM radius) 1500 – 1600 local for military demonstration flight team.
Airport closed 1800 to 2130 local for air show
Temporary Flight Restriction (5NM radius) for airshow

Saturday August 25, 2012
Airport closed 1200-1630 local for air show
Temporary Flight Restrictions (5NM radius) for airshow performances

Sunday August 26, 2012
Airport closed 1200 to 1630 local for air show
Temporary Flight Restriction (5NM radius) for airshow performances

ATC	Frequencies	
	Metro ATIS	126.25
	Metro Clearance Delivery	132.6
	Metro Ground	121.7
	Metro Tower (North)	118.6
	Metro Tower (South)	123.95
	Ramp (Parking) Ops	120.425

Additional frequencies may be used as traffic dictates

Class B Airspace Mode C Veil – Denver ATC authorizes aircraft to deviate from ATC transponder and altitude reporting requirements prescribed in 14 CFR 91.215b(2) within the Denver Class B airspace veil area with the following restrictions:

1. Valid only during the RMA on August 24 through 26, 2012
2. Authorization applies to Denver mode C veil airspace located west of Interstate 25 below 7,500 MSL and in Rocky Mountain Metropolitan Airport Class Delta airspace.
3. The above exemption does not authorize entry into the Denver Class B airspace, nor does it authorize deviation from the Mode C requirement to operate within the Denver Class B airspace.

If you require additional information, contact Denver TRACON at 303-342-1590.

Event Location

The 2012 RMA will be staged on the ramp of KBJC airport. All participating aircraft will be parked in either grass or a hard surfaced area on the existing ramp area or along Runway 2/20.

Detailed aircraft parking instructions are provided in this document after the arrival procedures. Bring tie downs and chocks!

Arrival Procedures

- Monitor ATIS on 126.25 for arrival/departure procedure in use. Separate routings are described for arrivals from the north and arrivals from the south.
- All arriving aircraft **from the north** will enter the arrival flow at the intersection of Interstate 25 and the Northwest Tollway. This interchange is approximately 7 miles northeast of KBJC. VFR waypoint VPNIC is located at this location. Monitor Tower (North) on frequency (118.6) at least 10 miles from the interchange. All aircraft are to enter the arrival flow north of the interchange on the west side of I-25. No shortcuts!
- All arriving aircraft **from the south** will enter the arrival flow over the intersection of Interstate 70 and Interstate 76 just south of Arvada. Monitor Tower (South) on frequency (118.6 or 123.95 as indicated on the ATIS) at least 10 miles from the interchange. All aircraft are to enter the arrival flow south of the interchange. No shortcuts!

Runway 29R – 29L Arrival

These are the preferred arrival runways and will be used whenever wind conditions allow. They provide the easiest access to the Rocky Mountain Airshow event area.

Arrivals from the North

- Find the last aircraft in line and follow that aircraft.
- All aircraft enter the arrival at 6,500 and as close to 90 knots as possible. If you must fly faster, allow more room between yourself and the aircraft ahead. You will be following that aircraft for at least 5 miles. **NO PASSING ALLOWED! NO SIDE BY SIDE!** Return to the starting point if you are unable to follow.
- Report your call sign and/or color and type of aircraft to BJC Tower (118.6) when you are established on the procedure and passing over the interchange inbound. Example: *Metro Tower, blue and white tail dragger over the north interchange with ATIS Charlie.*
- Tower will assign landing runway. See the diagram and description below for routings.
- Follow the **T**ollway inbound (west) until turning right downwind. Keep the downwind close to the airport over Highway 36.
- Do not begin a descent until you have passed the extended centerline of runway 2/20.
- Be vigilant for possible helicopter traffic operation below your downwind on the north side of the airport.

- Pay attention to which runway you are cleared to land on! There may be traffic inbound for the other runway also!
- After landing, exit the runway as instructed by the tower. Most aircraft can plan to roll out long to exit the runway at an intersection PAST runway 2/20. REMAIN ON THE TOWER FREQUENCY UNLESS INSTRUCTED BY ATC.
- As you enter the ramp area, watch for flagman to assist you to parking. Ramp Ops frequency is 120.425.

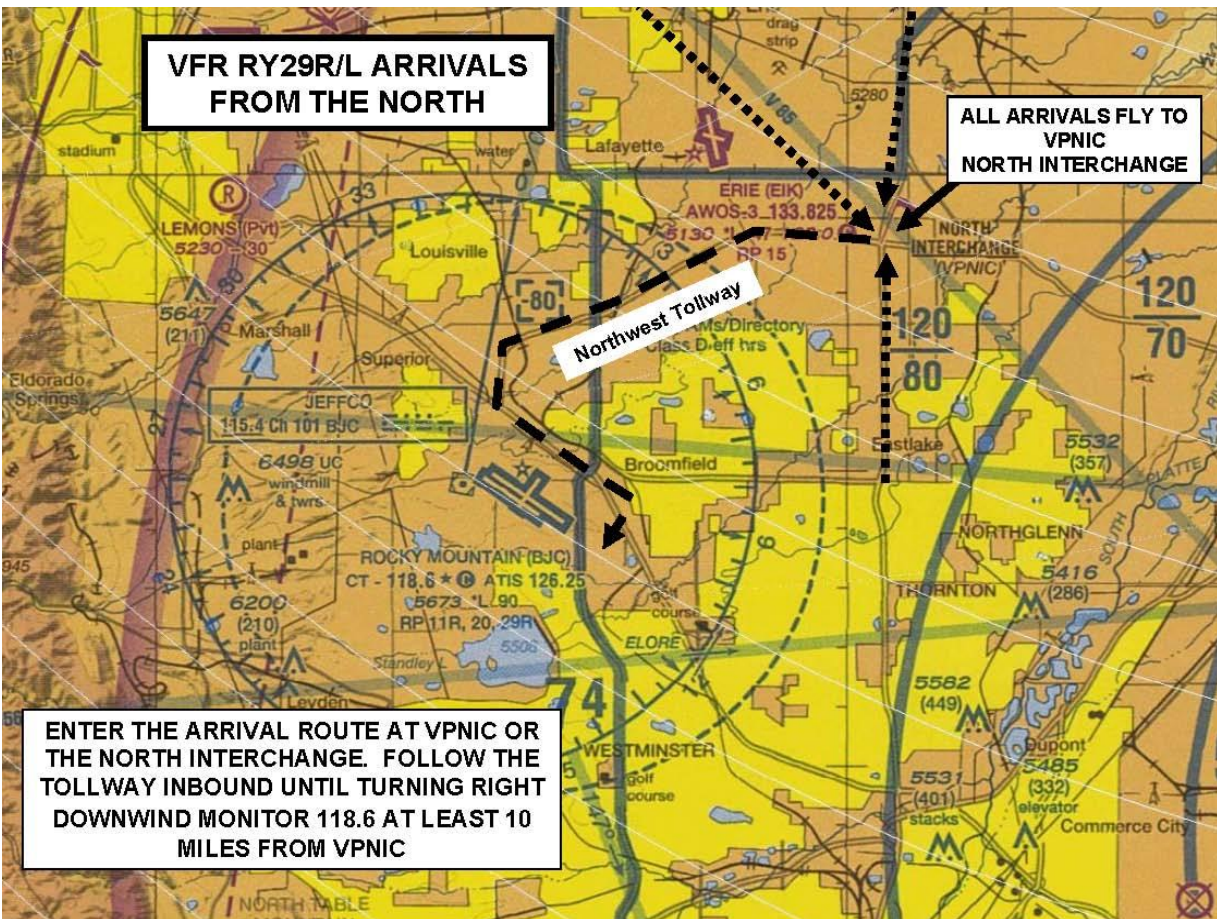


Diagram 1 – BJC Runway 29R/29L VFR Arrival Routing

Runway 11L – 11R Arrival

Arrivals from the North

- Follow I-25 southbound. Remain on the west side of I-25 to avoid possible conflict with opposite direction traffic on the east side of the interstate.
- Turn west when reaching 120th Avenue. This highway leads directly to the center of KBJC airport and is easily identifiable by a large corporate building (Avaya) that looks

like a huge satellite antenna dish. Continue to follow 120th Avenue inbound until turning left downwind. Keep the downwind close to the airport over Highway 36.

- Report your call sign and/or color and type of aircraft to BJC Tower (118.6) when you are established on the procedure and passing over the interchange inbound. Example: *Metro Tower, blue and white tail dragger over the north interchange with ATIS Charlie.*
- Be vigilant for possible helicopter traffic operation below your downwind on the north side of the airport.
- Pay attention to which runway you are cleared to land on! There may be traffic inbound for the other runway also!
- After landing, exit the runway as instructed by the tower. REMAIN ON THE TOWER FREQUENCY UNLESS INSTRUCTED BY ATC.
- As you enter the ramp area, watch for ground handlers to assist you to parking. Ramp Ops frequency is 120.425.

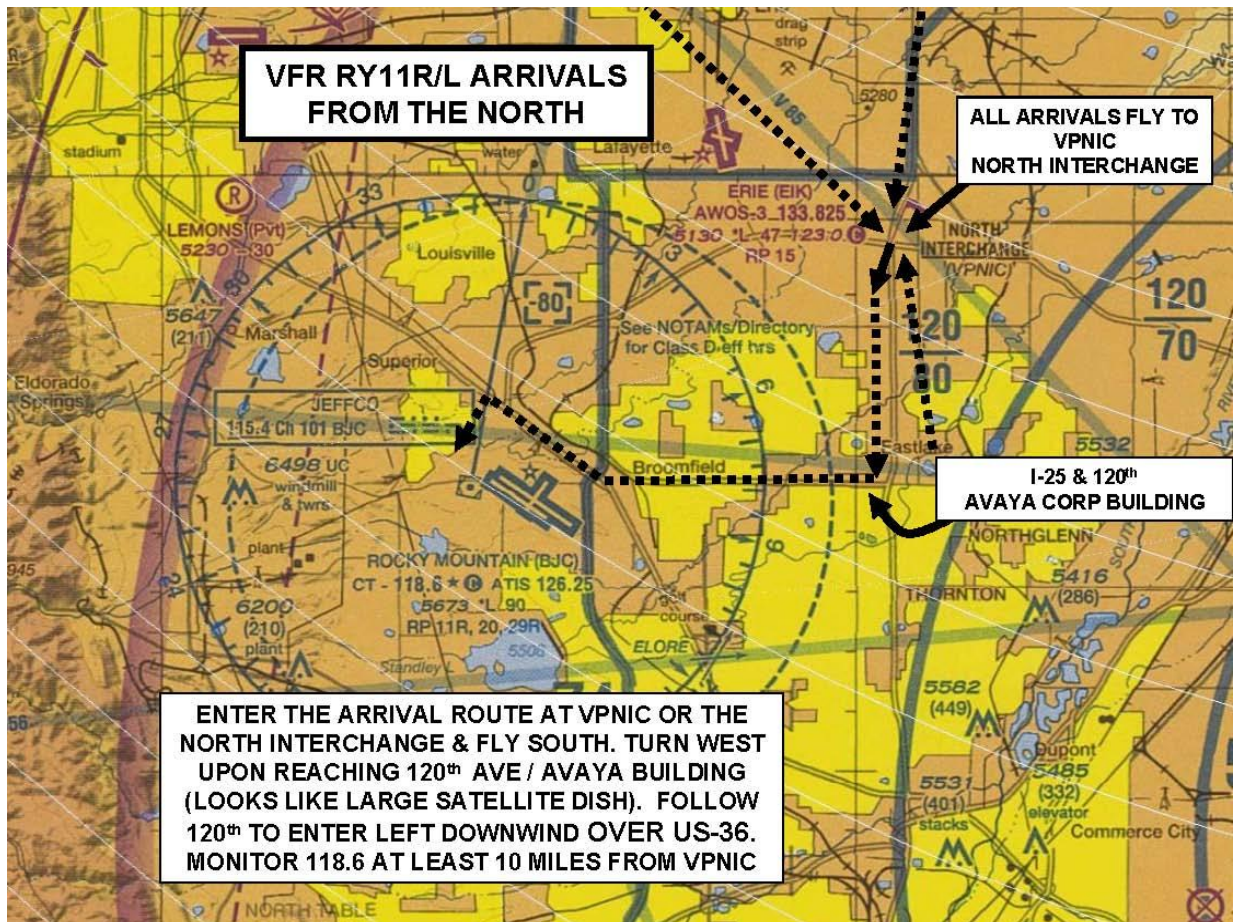


Diagram 2 – Runway 11L/11R VFR Arrival Routing

11L-11R / 29L-29R Arrivals from the South

- Find the last aircraft in line and follow that aircraft.
- Fly northwesterly after the interchange to the eastern shore of Standley Lake near the dam. Then fly northbound to enter a mid-field downwind south of the airport.
- All aircraft maintain an altitude at least 1,000' AGL while over congested areas. When passing Standley Lake, be established at 6,500' MSL. Maintain as close to 90 knots as possible. If you must fly faster, allow more room between yourself and the aircraft ahead. You will be following that aircraft for at least 5 miles. **NO PASSING ALLOWED! NO SIDE BY SIDE!** Return to the starting point if you are unable to follow.
- Report your call sign and/or color and type of aircraft to BJC Tower (118.6 or 123.95 as indicated on the ATIS) when you are established on the procedure and passing over the interchange inbound. Example: *Metro Tower, red and white Cessna over the south interchange with ATIS Yankee.*
- Tower will assign landing runway. Pay attention to which runway you are cleared to land on! There may be traffic inbound for the other runway also!
- After landing, exit the runway as instructed by the tower. **REMAIN ON THE TOWER FREQUENCY FOR FURTHER INSTRUCTIONS.**
- As you enter the ramp area, watch for flagman to assist you to parking. Ramp Ops frequency is 120.425.

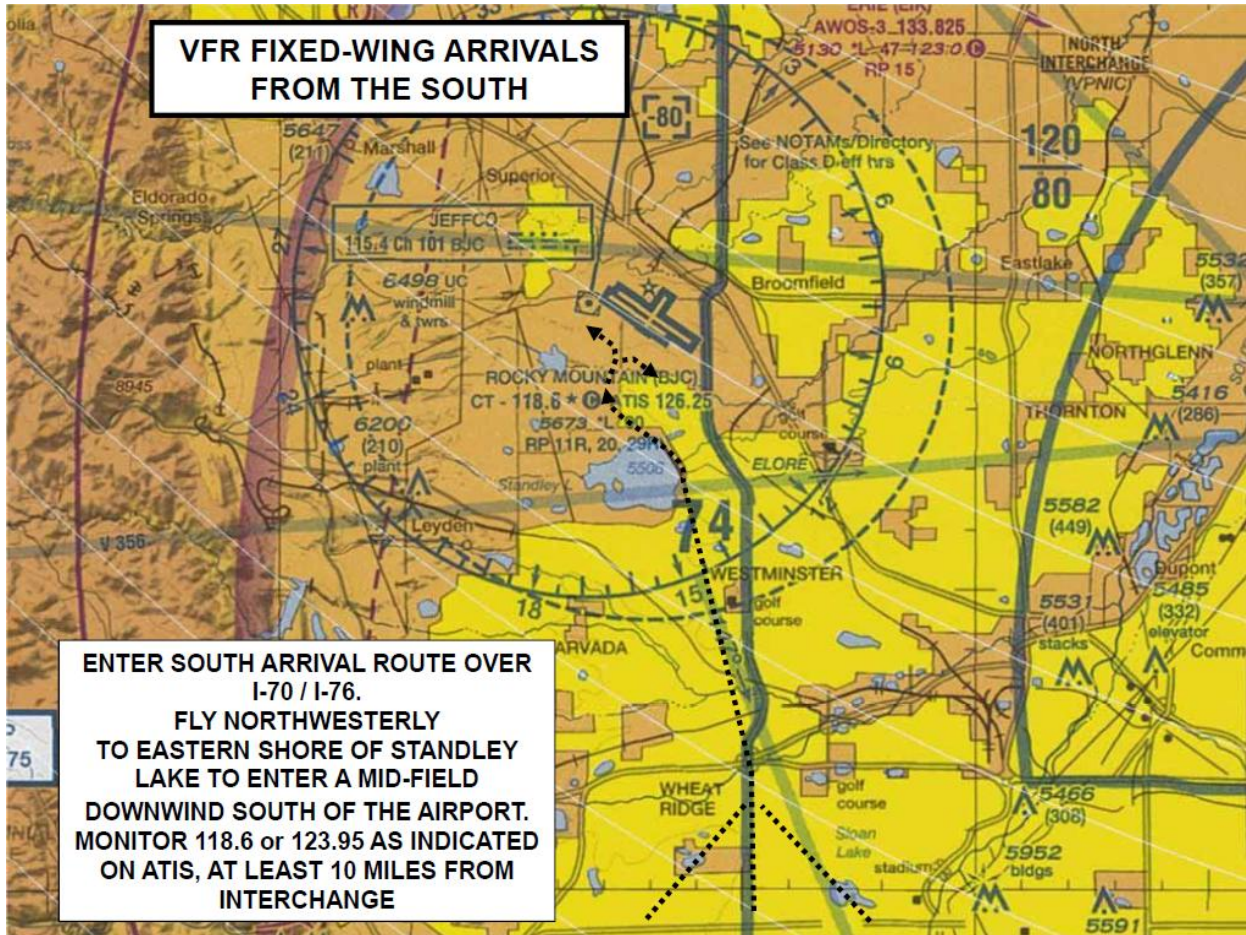


Diagram 3 – BJC Runway 29R/29L VFR Arrival Routing

Aircraft Parking

Separate parking areas will be designated for fly-in traffic, airshow traffic, aircraft vendors, and static displays. Final parking locations will be determined by ground personnel. Additional parking areas may be utilized for overflow purposes. Ramp Ops (and parking control) frequency is 120.425.

REFER TO WEBSITE: www.cosportaviation.org

Please refer to www.cosportaviation.org for parking diagrams, additional procedures, and all the latest information.

Departure Preparation

No engine starts are permitted during the Air Show times. Aircraft parked in the Fly-In area off of RY2/20 will require aircraft marshaling to start and taxi due to the heavy pedestrian traffic. **DO NOT START ENGINE OR TAXI UNTIL GROUND HANDLERS ARE AVAILABLE.** Expect Runway 29R departure if conditions allow.

Departure Procedures

- Monitor ATIS on 126.25 for active runway. If departing after the air show, do not start engine until ATIS/Ground Control advises that the airport is open and you have ground handlers. Note – During the air show closure periods, all movement of aircraft not participating in the air show is prohibited.
- Ramp Ops will provide service on frequency 120.425 for aircraft leaving the fly-in parking area. Follow the instruction of Ramp Ops and the ground handlers to join Taxiway “A” and taxi to the departure runway. Use caution for other aircraft entering the taxiway because this area will not be controlled by the Tower.
- Monitor Metro Ground Control on 121.7 when you are on Taxiway “A”. Do not call ground unless you need assistance or progressive taxi instructions.
- Complete any necessary run-up while taxiing. Tower will assume you are ready for takeoff upon your arrival at the end of the runway.
- Hold short of the runway at the approach end and monitor Metro Tower for further instructions and/or departure clearance.
- All aircraft fly runway heading until 5 miles from KBJC before turning on course.
- Remember that the floor of Denver’s Class B airspace begins at 8,000 feet MSL directly east of BJC. **YOU DO NOT HAVE A CLASS B CLEARANCE UNLESS THE CONTROLLER EXPLICITLY TELLS YOU!**

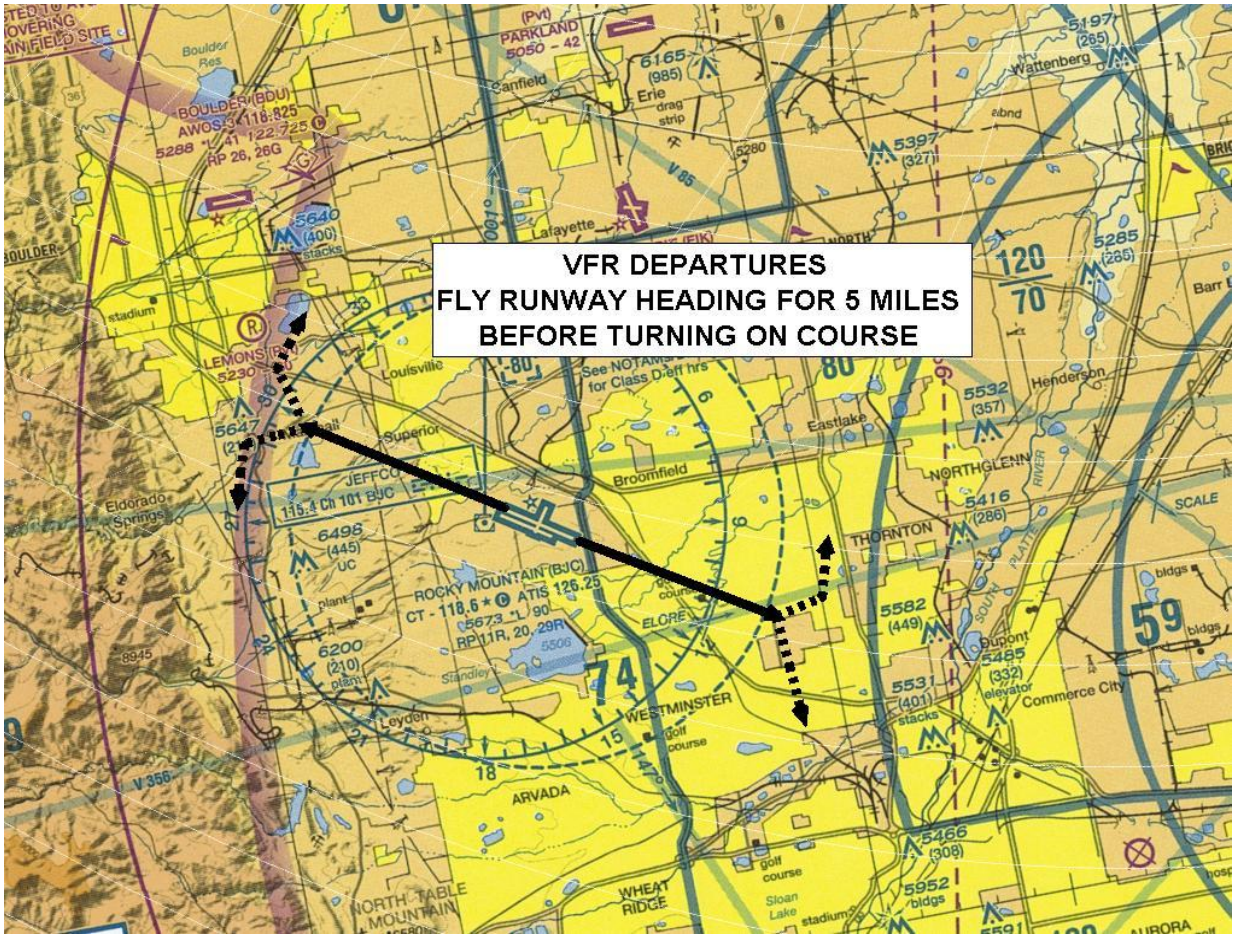


Diagram 4 – KBJC VFR Departure Routing

No Radio Operations

Due to heavy traffic during the Fly-In, no-radio operations are not permitted.