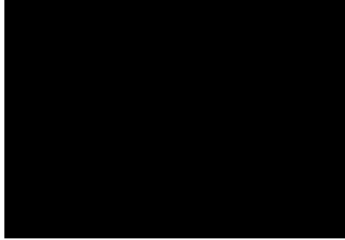




U.S. Department
of Transportation
**Federal Aviation
Administration**

Mission Support Services
800 Independence Avenue, SW.
Washington, DC 20591



Subject: Freedom of Information Act (FOIA) Request 2025-04827

This is an Air Traffic Organization, Mission Support Services, Western Service Center, partial-denial response to your FOIA request received July 28, 2025, made under the provisions of Title 5 United States Code (U.S.C.), Section 552. You requested records regarding Visual Flight Rules traffic at Rocky Mountain Metropolitan Airport.

A search for records was conducted by the Operations Support Group. The search revealed the following responsive records, which are attached:

- Seven Email Chains
- Memorandum, dated May 27, 2025, from Aleta Best
- Memorandum, dated June 10, 2025, from Nathan Zuck
- Memorandum, dated June 17, 2025, from Nathan Zuck and Brandy Canada

We reasonably foresee that disclosure of some sections of these records would harm an interest protected by Exemption 6 of the FOIA, Title 5 U.S.C., Section 552 (b)(6) that protects personally identifiable information, which, if released, would cause a clearly unwarranted invasion of personal privacy. The redacted information has been clearly marked. The Federal Aviation Administration (FAA) weighs an individual's privacy interest against public interest in the records. In the case of the redacted information, we find no public interest in this information and a privacy interest in protecting the information.

We are withholding in full one memorandum, dated June 10, 2025, and one set of notes titled, "BJC site visit" under FOIA Exemption 5, Title 5 U.S.C. Section 552(b)(5), as their disclosure would reasonably be expected to harm interests protected by this exemption, including records prepared by an agency employee containing opinions, advice, recommendations, or other deliberative information drafted while developing official action on a program, or policy for the agency. After weighing the public's interest in this information against the foreseeable harm to the FAA if this redacted material were released, we have decided that releasing this information would likely stifle honest and frank communication between agency personnel and could lead to public confusion. The redacted information has been clearly marked.

Your request qualifies for the "All Other" fee category, whereby you are not charged for the first 2 hours of search time, any review time, and the first 100 pages of documents. No fees were incurred in processing your request. An invoice is enclosed for your records.

The undersigned is responsible for this partial-denial determination. If you have any additional questions or need assistance, you may contact the FAA FOIA Public Liaison directly at (202) 267-7799 or by email to 9-afn-foia-public-liaison@faa.gov with "Public Liaison" in the subject line.

If you believe the outcome of this determination is incorrect, you must request reconsideration by email at FOIA-Appeals@faa.gov or by writing to:

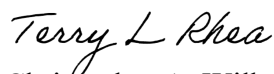
Assistant Administrator for Finance and Management (AFN-1)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Appeals must be made in writing within 90 days from the signature date of the FAA's final response to your FOIA request. The appeal letter, the envelope, and the e-mail subject line should be clearly marked "FOIA Appeal." The request must also include your assigned FOIA tracking number, and why the determination was in error.

Additionally, you may contact the National Archives and Records Administration's Office of Government Information Services (OGIS) to inquire about their FOIA mediation services. The contact information for OGIS is as follows:

Office of Government Information Services
National Archives and Records Administration
8601 Adelphi Road-OGIS
College Park, Maryland 20740-6001
E-mail: ogis@nara.gov
Telephone: (202) 741-5770; Toll-free: 1 (877) 684-6448
Facsimile: (202) 741-5769

Sincerely,



for Christopher A. Wilbanks
Vice President (A), Mission Support Services
Air Traffic Organization

Enclosures

From: [Wood, Steven A \(FAA\)](#)
To: [Payne, Mark A \(FAA\)](#); [Ochs, Brian \(FAA\)](#)
Cc: [Brown, John F \(FAA\)](#)
Subject: 6-24-25 BJC Update
Date: Tuesday, June 24, 2025 3:31:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[BJC traffic restrictions May 27 2025 \(AV\).docx](#)

Brian and Louie,

Here's a recap of today's events and what's been accomplished:

1. HIO Strip Board:

I reviewed the basics of the HIO strip board and emphasized the importance of incorporating it into their SOP and Training Order. Chayce from HIO has already met with the BJC team regarding this. I advised that I would provide a copy of HIO's SOP and Training Order so they can pull the relevant portions when they're ready to update their documents. Nate (ATM) still has a few questions about the strip board, which we'll address tomorrow.

2. BJC Air Traffic Restrictions Memo:

This was the main focus of today. There are several areas in the memo I disagree with, but I haven't been able to get answers yet since the ATM was in meetings all day. I'm marking up the Word document with my questions. These are more generic until I can speak to him about these issues. Louie— please add your comments as well, especially based on what we discussed in today's call, so we can ensure your questions are captured. It looks like several LOA changes may result from this. The memo has already been briefed and implemented by the facility.

3. LTAs:

The ATM had questions about LTAs—what they are and how they are created. I provided a high-level overview during our meeting and will give him a more detailed walkthrough of the website when he's available. In the meantime, I was able to brief the Support Specialist and get him set up.

4. Altitude Restrictions to VFR Aircraft:

I was asked if a VFR aircraft can be issued a restriction to "maintain VFR at or below 6500" when approaching or entering an area with a 7700' MVA. The only reference I've found so far is 7-7-5, which suggests it's not permitted—but this section refers to TRSA operations. Louie is continuing to research this for additional information.

5. School and Helo LOAs:

I had discussions with Nate regarding flight school LOAs and Helo LOAs. I'm gathering several reference materials based on what we covered in our meeting.

Steven Wood

Air Traffic Control Specialist
Air Traffic POC | TWLA North
Operations Support Group | A&P South Team
Mission Support Services | Air Traffic Organization (ATO)
Federal Aviation Administration

Office: 206-231-2316

Email: steven.a.wood@faa.gov

Web: www.faa.gov/go/missionsupport



From: [Wood, Steven A \(FAA\)](#)
To: [Ochs, Brian \(FAA\)](#); [Payne, Mark A \(FAA\)](#)
Subject: 6-25-25 BJC Update
Date: Wednesday, June 25, 2025 3:27:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Brian and Louie,

Here's a recap of today's events and what's been accomplished:

HIO Strip Board and LOA

Discussion covered implementation options for the strip board at HIO, including whether the facility should adopt a fully structured layout or allow some flexibility. Emphasis was placed on keeping core elements consistent to support training and ensure operational clarity. It sounds like they will be copying exactly what HIO has.

SOP Review

Started going through BJC's SOP to look for areas that might benefit from updates or small improvements.

Local Traffic Advisories (LTAs)

An LTA account was successfully set up, and the process for submitting and tracking an LTA was walked through. Section 4-5-2 of FAA Order 7210.3EE, was provided to Nate.

Flight School LOAs

A productive discussion took place regarding the development of a Flight School LOA. Multiple routing options were explored to help tailor procedures to the facility's needs. The FFZ LOA was provided as a comprehensive example, while the MHW and RDM LOAs were also included to show more streamlined alternatives.

VFR Altitudes and MVA Considerations

Talks included the question of issuing "maintain at or below 6,500" instructions to VFR aircraft approaching or operating within an MVA. OSG's position is that while this is permissible, it may not always reflect best practice and should be considered carefully in the context of terrain and traffic.

STRs

Provided Fernando from Runway Safety with example STR LOAs and guidance, noting that implementation at non-commercial airports is allowed. This may help inform future efforts or discussions on the topic.

Side notes:

– BJC now has an OM, in case that hadn't made its way to your radar yet — seems to be a big

development locally.

– Had a quick conversation with a member of the LSC about Flight School LOAs. May get some time with the FacRep tomorrow to continue that discussion.

Steven Wood

Air Traffic Control Specialist

Air Traffic POC | TWLA North

Operations Support Group | A&P South Team

Mission Support Services | Air Traffic Organization (ATO)

Federal Aviation Administration

Office: 206-231-2316

Email: steven.a.wood@faa.gov

Web: www.faa.gov/go/missionsupport





U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Office of the Regional Administrator

2200 S. 216th Street
Des Moines, Washington 98198

May 27, 2025

Erick Dahl, Airport Director
Rocky Mountain Metropolitan Airport
755 Airport Way
Broomfield, CO 80021

Dear Erick Dahl,

The Federal Aviation Administration (FAA) received your requests to increase the Rocky Mountain Metropolitan Airport (BJC) traffic pattern altitude from the current 800 feet above ground level (AGL) to 1,000 feet AGL and increase the en route minimum altitude to 1,000 feet AGL.

We completed our review of your requests and found the changes align with FAA orders and regulations. The next step would be for you to submit the requests through the Airport Data and Information Portal (ADIP) at <https://adip.faa.gov/agis/public/#/public>.

We are including a guide to help you through the remainder of the process. Please contact the Northwest Mountain Regional Administrator's office at (206) 231-2393 or at 9-ANM-RA-Office@faa.gov if you have additional questions about the process.

Regards,

Aleta Best
Regional Administrator (Acting)
Northwest Mountain Region

Enclosure



Federal Aviation Administration

Memorandum

Date: June 17, 2025
To: BJC Operational Personnel
From: Nathan Zuck; Air Traffic Manager
Brady Canada, NATCA Rep.
Subject: BJC Air Traffic Restrictions

We met with representatives from 3 of the flight schools yesterday. When asked what the schools thought of the VFR arrival and departure landmarks, they unequivocally responded that they loved the idea of structure coming into and out of the class D airspace. They did make some suggestions for changes, due to what is known and what they can visibly see. Going forward, the following new points shall be used for entry and exit into the Delta. Changes are highlighted below.

*Note: This is only an addendum to section 3,5 and 6 of the Traffic Restriction memo. Everything else in the previous memo is remaining the same, pending further collaboration between BJC management and NATCA.

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**.

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 affect.

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**.
-



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
-

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.
-

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 fight 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.

From: [Payne, Mark A \(FAA\)](#)
To: [Wood, Steven A \(FAA\)](#)
Subject: BJC traffic restrictions/site visit
Date: Wednesday, June 25, 2025 8:20:48 AM
Attachments: [BJC traffic restrictions May 27 2025 \(AV\).docx](#)

Steve,

Here are my comments. I also checked with AJVP and legally an altitude can be assigned below MVA to a VFR aircraft while it is not good practice or recommended.

Mark a Payne
Air Traffic Control Specialist
Operations Support Group- North
Western Service Center
Office-206-231-2489

From: [Wood, Steven A \(FAA\)](#)
To: [Bert, Joseph M \(FAA\)](#)
Cc: [Payne, Mark A \(FAA\)](#)
Subject: Question on Environmental Assessment Requirement for Internal Memo – BJC
Date: Tuesday, June 24, 2025 9:00:52 AM
Attachments: [BJC traffic restrictions May 27 2025.docx](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Good morning Joe,

I'm currently at BJC on a Facility Assist Visit. The manager, Nathan Zuck, is looking at putting out an internal memo to their controllers regarding prescribed VFR arrival and departure routes. These routes would be new for the facility, as they haven't used them before.

There is also some discussion about potentially developing an LOA with the local flight schools, and I understand that would trigger an environmental assessment. My question for you and your team is whether this internal memo to the controllers would also require an environmental assessment.

For background: the ATM has been receiving a number of noise complaints over the past year, and the AGM/GM has directed Nathan not to engage with the airport or the community regarding noise issues.

Below are the proposed procedures that would be included in the memo:

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 of the responsibility to ensure all potential conflicts are first resolved and any required coordination is accomplished.

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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.

Steven Wood

Air Traffic Control Specialist

Air Traffic POC | TWLA North

Operations Support Group | A&P South Team

Mission Support Services | Air Traffic Organization (ATO)

Federal Aviation Administration

Office: 206-231-2316

Email: steven.a.wood@faa.gov

Web: www.faa.gov/go/missionsupport



From: [Zuck, Nathan \(FAA\)](#)
To: [Wood, Steven A \(FAA\)](#)
Subject: BJC traffic procedures
Date: Tuesday, June 24, 2025 8:47:28 AM
Attachments: [BJC traffic restrictions May 27 2025.docx](#)

As requested. Here is the merged document.

Nathan Zück
BJC Air Traffic Manager
Office: 720-633-8601

(b) (6)

From: [Zuck, Nathan \(FAA\)](#)
To: [Conley, Clarissa \(FAA\)](#); [Hannan, William E \(FAA\)](#)
Cc: [Brown, John F \(FAA\)](#); [Wood, Steven A \(FAA\)](#); [Humphrey, Paul \(FAA\)](#)
Subject: RE: Assist Visit
Date: Monday, June 23, 2025 9:22:53 AM
Attachments: [BJC traffic restrictions May 27 2025.docx](#)
[BJC traffic restrictions June 18 Update VFR points.docx](#)
[image001.png](#)

Attached is the Traffic procedures along with an update that was briefed on 6/18.

Nathan Zück
BJC Air Traffic Manager
Office: 720-633-8601

(b) (6)

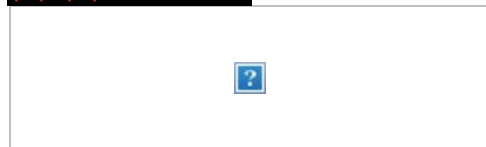
From: Conley, Clarissa (FAA) <clarissa.conley@faa.gov>
Sent: Wednesday, June 18, 2025 1:31 PM
To: Zuck, Nathan (FAA) <Nathan.Zuck@faa.gov>
Cc: Brown, John F (FAA) <john.f.brown@faa.gov>; Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>; Humphrey, Paul (FAA) <Paul.Humphrey@faa.gov>
Subject: RE: Assist Visit

Thanks, Nathan! Enjoy your weekend!

Clarissa Conley

Manager, AJV-W13
Quality Control Group
STEM/AVSED Outreach Representative
FAA, Western Service Center

(b) (6)



NOTICE: The information in this communication is intended for the sole use of the named addressees / recipients to whom it is addressed, in their conduct of official business of the United States Government. This communication may contain information that is exempt from disclosure under the Freedom of Information Act, 5 U.S.C. 552 and the Privacy Act, 5 U. S. C. 552A. Addressees / recipients are not to disseminate this communication to individuals other than those who have an official need to know the information in the course of their official government duties. If you received this communication in error, do not examine, review, print, copy, forward, disseminate or otherwise use the information.

From: Zuck, Nathan (FAA) <Nathan.Zuck@faa.gov>
Sent: Wednesday, June 18, 2025 12:29 PM
To: Conley, Clarissa (FAA) <clarissa.conley@faa.gov>
Cc: Brown, John F (FAA) <john.f.brown@faa.gov>; Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>; Humphrey, Paul (FAA) <Paul.Humphrey@faa.gov>
Subject: RE: Assist Visit

Thank you Clarissa. I am looking forward to the arrival of the team.

Nathan Zück
BJC Air Traffic Manager
Office: 720-633-8601

(b) (6)

From: Conley, Clarissa (FAA) <clarissa.conley@faa.gov>
Sent: Wednesday, June 18, 2025 12:31 PM
To: Zuck, Nathan (FAA) <Nathan.Zuck@faa.gov>
Cc: Brown, John F (FAA) <john.f.brown@faa.gov>; Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>; Humphrey, Paul (FAA) <Paul.Humphrey@faa.gov>
Subject: Assist Visit

Hello Nathan,

As you know, we will be at BJC for an Assist Visit. This visit was requested by the DO's office. John Brown will be the QCG lead for the visit. Steven Wood will represent OSG. I have requested TEAM access for John, Paul Humphrey and me. Paul will be assisting us from the office. If you have any questions, please text or call me at (b) (6), as I will be on leave Friday and tomorrow is a Holiday.

Respectfully,

Clarissa Conley

Manager, AJV-W13
Quality Control Group
STEM/AVSED Outreach Representative
FAA, Western Service Center

(b) (6)



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From: [Wood, Steven A \(FAA\)](#)
To: [Ochs, Brian \(FAA\)](#); [Bert, Joseph M \(FAA\)](#)
Cc: [Payne, Mark A \(FAA\)](#)
Subject: RE: Question on Environmental Assessment Requirement for Internal Memo – BJC
Date: Tuesday, June 24, 2025 2:52:15 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Briefed and implemented.

Steven

From: Ochs, Brian (FAA) <Brian.Ochs@faa.gov>
Sent: Tuesday, June 24, 2025 2:51 PM
To: Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>; Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>
Cc: Payne, Mark A (FAA) <mark.a.payne@faa.gov>
Subject: Re: Question on Environmental Assessment Requirement for Internal Memo – BJC

Implemented and being used?

Brian D Ochs

Manager, [Airspace and Procedures North Team](#)

Mission Support Services |

Air Traffic Organization (ATO)

Mission Support Services

Office: [206-231-2264](tel:206-231-2264) | **Mobile:** (b) (6)

Email: brian.ochs@faa.gov

Web: www.faa.gov/go/missionsupport

From: Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>
Sent: Tuesday, June 24, 2025 2:45:48 PM
To: Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>
Cc: Payne, Mark A (FAA) <mark.a.payne@faa.gov>; Ochs, Brian (FAA) <Brian.Ochs@faa.gov>
Subject: RE: Question on Environmental Assessment Requirement for Internal Memo – BJC

Thanks, Joe.

When I sent this earlier this morning, I was under the impression the document had not yet been briefed to the workforce. I've since been informed that it has, in fact, already been briefed. Just wanted to pass that along for your awareness.

Steven Wood

Air Traffic Control Specialist

Air Traffic POC | TWLA North
Operations Support Group | A&P South Team
Mission Support Services | Air Traffic Organization (ATO)

Federal Aviation Administration

Office: 206-231-2316

Email: steven.a.wood@faa.gov

Web: www.faa.gov/go/missionsupport



From: Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>
Sent: Tuesday, June 24, 2025 1:36 PM
To: Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>
Cc: Payne, Mark A (FAA) <mark.a.payne@faa.gov>
Subject: RE: Question on Environmental Assessment Requirement for Internal Memo – BJC

We will look into this and get back to you.

Joseph Bert

Team Manager, Environmental/Community Involvement/Correspondence/NAS Analytics (AJV-W250)
Mission Support Services | Air Traffic Organization
Western Service Center | Operations Support Group

Federal Aviation Administration

Office: (206) 231-2233 | **Mobile:** (b) (6)

Email: Joseph.m.bert@faa.gov

Web: www.faa.gov/go/missionsupport



This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Wood, Steven A (FAA) <Steven.A.Wood@faa.gov>
Sent: Tuesday, June 24, 2025 9:01 AM
To: Bert, Joseph M (FAA) <joseph.m.bert@faa.gov>

Cc: Payne, Mark A (FAA) <mark.a.payne@faa.gov>

Subject: Question on Environmental Assessment Requirement for Internal Memo – BJC

Good morning Joe,

I'm currently at BJC on a Facility Assist Visit. The manager, Nathan Zuck, is looking at putting out an internal memo to their controllers regarding prescribed VFR arrival and departure routes. These routes would be new for the facility, as they haven't used them before.

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For background: the ATM has been receiving a number of noise complaints over the past year, and the AGM/GM has directed Nathan not to engage with the airport or the community regarding noise issues.

Below are the proposed procedures that would be included in the memo:

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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.

Steven Wood

Air Traffic Control Specialist

Air Traffic POC | TWLA North

Operations Support Group | A&P South Team

Mission Support Services | Air Traffic Organization (ATO)

Federal Aviation Administration

Office: 206-231-2316

Email: steven.a.wood@faa.gov

Web: www.faa.gov/go/missionsupport

