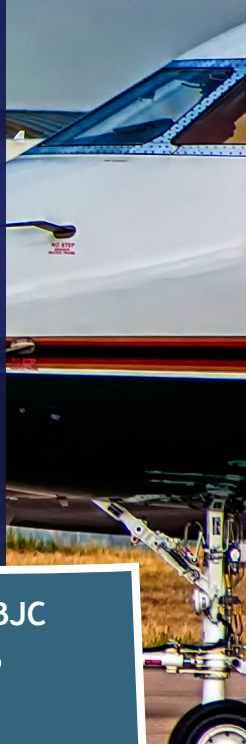


# ROCKY MOUNTAIN METROPOLITAN

Rocky Mountain Metropolitan Airport (BJC) is a general aviation (GA) airport located nine miles northwest of downtown Denver along the U.S. Highway 36 corridor. The airport is owned and operated by Jefferson County. BJC has three runways, including the primary runway (12L/30R) which is 9,000 feet long by 100 feet wide and equipped with a precision instrument approach. The airport is used heavily for flight training, recreational flying, business activities, and aerial wildland/ firefighting. Additionally, the airport frequently receives large corporate and college charter aircraft visiting the University of Colorado. BJC is also home to a U.S. Forest Service heavy tanker base and the National Center for Atmospheric Research (NCAR) Research Aviation Facility.



## Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.








Rocky Mountain Metropolitan Airport is one of two airports in Colorado classified as a GA-National airport. GA-National airports support hundreds of annual IFR operations, dozens of annual international or interstate departures, or significant air cargo activities. These airports are located near large metropolitan areas or business centers and receive frequent usage from corporate jet and multiengine propeller aircraft. GA-National airports provide direct access to the national and international airport system.



## Frequent Airport Activities

 Recreational Visitors	 Corporate/Business Activities	 Flight Training	 Aerospace Manufacturing	 Aerial/Wildland Firefighting
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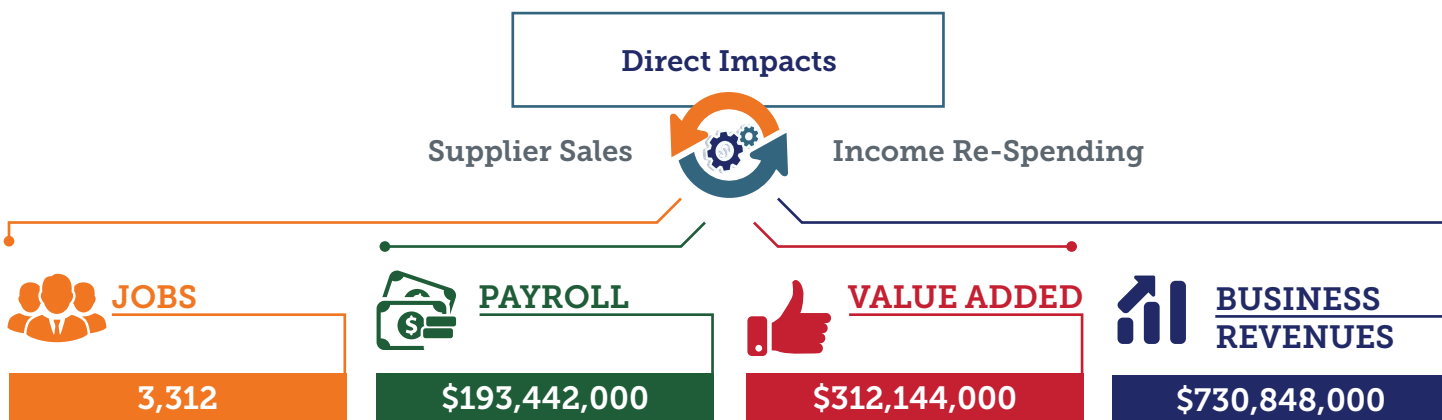
## Rocky Mountain Metropolitan Features

	Associated City/County	Denver / Jefferson
	Associated OEDIT Region	3 - Denver Region
	FAA GA ASSET Classification	National
	Annual Operations (2018)	171,262
	Number of Based Aircraft (2018)	449
	Runway(s)	3
	Air Traffic Control Tower	Yes

BJC

## Economic Impacts of BJC

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Rocky Mountain Metropolitan is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for BJC are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of BJC and all other Colorado airports.





# Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

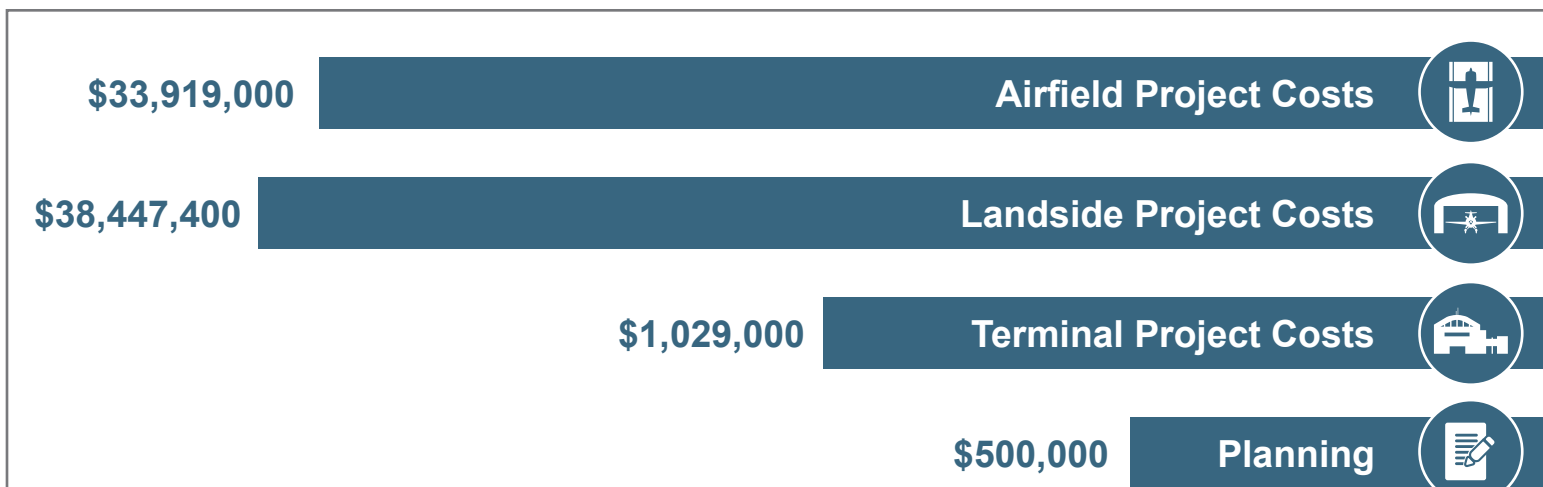
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Rocky Mountain Metropolitan to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



## Did You Know?

BJC is the second busiest GA airport in Colorado and is home to several large aviation and aerospace businesses. One such company is Pilatus Business Aircraft, Ltd., which has a sales and fabrication facility on the south side of the airfield. Pilatus installs custom interiors on PC-12 and PC-24 aircraft at BJC before delivering them to customers around the world.

## Airport Project Costs by Type



# Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Rocky Mountain Metropolitan. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	GA-National Objective	Current Condition				Meets 2020 Objective?
<b>Airfield</b>						
ARC	C-II	C-II				Yes
Runway Length	Align with Master Plan	9,000 feet (14,000 feet)				No
Runway Width	100 feet	100 feet				Yes
Runway Strength	60,000 pounds	65,000 lbs SW; 105,000 lbs DW; 150,000 lbs 2D				Yes
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Precision	Precision				Yes
<b>Lighting/NAVAIDS</b>						
Approach	Precision	Precision				Yes
Visual Aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	MALSR, rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	HIRL or MIRL	HIRL				Yes
Weather Reporting	On-site ASOS or AWOS	AWOS-3				Yes
<b>Airport Facilities</b>						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage to passenger enplanements and itinerant operations	minimum required terminal square footage:	20,926 sq ft	Terminal building square footage:	25,000 sq ft	Yes
Apron Tie-Downs	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	40% of based aircraft fleet plus 50% transient aircraft fleet:	308	Total tie-down spaces:	280	No
Hangars	Hangars for 60% of based aircraft fleet and 50% of weekly average overnight transient storage	60% of based aircraft fleet:	255	Number of based aircraft hangar spaces:	199	No
		50% of transient aircraft fleet:	138	Number of transient aircraft hangar spaces:	0	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage				Yes
<b>Services/Other</b>						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	De-icing facilities including fluid collection	De-icing facilities without fluid collection				No
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	Yes				Yes
<b>Minimums for All Airports</b>						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP)		✓	Wi-Fi Service ✓	✓

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