



Safety Brief #106 New KBJC Taxi procedures coming (8/1/2024) Subject: There is going to be a new procedure for 'taxiing for takeoff' at Rocky Mountain Metro KBJC

Background:

- As KBJC has become extremely busy (yay for GA), the coordinating of departures often becomes difficult to do efficiently. In the interest of flow control, efficiency, and safety of coordination, ATC will be more involved in moving aircraft on the ground between the ramp, the runup areas, and the line for departure.

Summary of upcoming changes at KBJC (in effect ~Aug 19 2024):

- 1) ATC Ground will clear/taxi airplanes to the Run-Up areas.
 - "Alpha 1 Runup Area" - The normal runup area for 30R departure
 - "Alpha 7 Runup Area"- The normal runup area for 12L departure
- 2) Then ATC Ground will sequence all airplanes to their number in line for departure (numbers 1 2 3 4... for departure).
 - This is when Runup is complete and the pilot informs ATC Ground.
- 3) Aircraft when ready for departure will monitor tower frequency.

Scenarios/Examples with details:

- When a Pilot calls ATC Ground from anywhere on the ramps, ATC Ground will be giving you a clearance to taxi to the runup area (not to the runway like today)
 - o Pilot will call ATC Ground: **"Metro Ground, Cessna 1234 at Bravo2 with India ready for taxi for northbound departure"**
 - o ATC Ground will reply: **"Cessna 1234 Metro Ground, Taxi to Alpha 1 runup area via Alpha, advise ground when runup complete"**
- Pilot: Begin taxi per clearance and taxi to runup area that was in the clearance
 - o Do not delay excessively before moving the aircraft per clearance (this should be a PSA by itself anyway)
 - o Please pull the nose of the aircraft to the dashed line to allow people to taxi behind you (this should be a PSA by itself anyway)
- Pilot: STAY ON GROUND frequency during the runup
- When runup is complete, contact ATC Ground to let them know runup is complete
 - o Pilot contacts ATC Ground: **"Metro Ground, Cessna 1234 at Alpha1 runup area, runup complete"**

- ATC Ground will reply: **“Cessna 1234 Metro Ground, you are number 3 for departure following (either airplane type, or a tail-number, or a color of the plane, etc), then Monitor Tower”**
- Pilot will Readback the clearance, pull up into line per the sequence number, then switch to Tower 118.6 and MONITOR
 - DO NOT contact tower. “Monitor Tower” means to listen only. ATC will be using very detailed ‘strips’ to know who you are....they wont forget you.
- Pull out of the runup area and find your place in line
 - Be mindful of spacing and do your best to position yourself to allow other aircraft movement around you.
 - As the airplane in front of you advances, you must also advance. Be safe, not needing to rush...but do not sit there with a 50ft gap between you and the aircraft you are following. Keep advancing.
- **Challenging coordination expected as we transition to this new scheme**
 - If the line is obnoxious, or you cannot position to be behind the aircraft to follow:
 - We are all working on this, allow ATC to iterate through weeks of experience and we will communicate changes to the process.
 - Just do your best to get in line without compromising safety to people or airplanes.
 - If you cannot identify who to follow.....LET ATC KNOW by telling Ground (or Tower if you switched) “Metro Ground, Cessna 1234 unable to identify the aircraft to follow”
 - If you are not sure what “You are number 3..” means because #1 is taking the runway.....
 - That airplane IS NOT #1 (they were sent through the hold line). Numbers start with “who is holding short and not cleared for takeoff or lining up to wait”

If no runup is required at the runup area (you are ready to go from the ramp and seeking to taxi directly for takeoff) :

- Pilot to Contact ATC Ground for taxi clearance and tell them “...runup not required”.
- ATC Ground will give a taxi clearance like the above, however the taxi clearance will specifically state your position in line for departure and ‘who’ to pull behind and then “monitor tower”.
- Taxiing to the runup area will not occur.

Notes:

- Will be in effect 15 days after everyone in the ATC facility briefed (approximately Aug 19 2024, I will get an exact date as we complete all of this).
- ATC will be reassessing after ~30 days to see what is working and what is not working.
- Jets that do not require a runup will taxi directly to their assigned spot in line for departure.
- These changes are straight forward, however very different and obviously will take time to change habits.
- This new scheme will be socialized to all flight schools and other PSA means but will obviously require ‘helping each other out’. Be mindful how to share and educate others.
- When the new changes go into effect, it will be part of the ATIS but obviously an abbreviated explanation.

Thanks,

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