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Introduction

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1. Amendment content:

Section	Description
GEN 0.1	Graphic Replaced
GEN 0.2	Table Updated
GEN 0.4	Page Dates Updated
GEN 1.7	Annex 14 Note Inserted
GEN 3.5	Amend responsible service
ENR 3.1	Updates in line with FAA Route Data Updates
TXKF AD 2.10	Tables Removed, Note Updated
TXKF AD 2.24	Table updated
TX_AD_2_TXKF_ADC_en	Aerodrome Chart Redrawn
TX_AD_2_TXKF_APDC-A1A7_en	Apron Chart Redrawn
TX_AD_2_TXKF_APDC-A3_en	Apron Chart Redrawn
TX_AD_2_TXKF_APDC-A4_en	Apron Chart Redrawn
TX_AD_2_TXKF_APDC-A5_en	Apron Chart Redrawn
TX_AD_2_TXKF_APDC-A6_en	Apron Chart Redrawn

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAMs incorporated in this AIP publication		
NOTAM#	**Description**	**Section affected**
NOTAM A052/22	relating to required ACAS equipment for aircraft. NOTAM to be cancelled on the effective date for the new AIP Amendment 02-2023; information has previously been updated in eAIP.	GEN 1.5 – 1. Instruments, Equipment & Flight Documents, 1.2 (b) (4).
NOTAM A0047/23	relating to taxiway restrictions to various aircraft sizes. NOTAM to be cancelled on the effective date for the new AIP Amendment 02-2023 - information has previously been updated in eAIP	AD 2-20 LOCAL TRAFFIC REGULATIONS, 7 – TAXIWAY AND APRON RESTRICTIONS 7.2, 7.3 & 7.4.
NOTAM A0048/23	relating to apron restrictions for Code E and above aircraft. NOTAM to be cancelled on the effective date for the new AIP Amendment 02-2023 - information has previously been updated in eAIP at	AD 2-20 LOCAL TRAFFIC REGULATIONS, 7 – TAXIWAY AND APRON RESTRICTIONS 7.1.
NOTAM A0125/23	relating to aircraft restrictions to Apron VI. NOTAM to be cancelled on the effective date for the new AIP Amendment 02-2023 – see above new addition to AIP in	AD 2.20 – LOCAL TRAFFIC REGULATIONS, 7. TAXIWAY AND APRON RESTRICTIONS, 7.5.
NOTAM A0127/23	relating to cautionary advisory to aircraft taxiing on Alpha. NOTAM to be cancelled on the effective date for the new AIP Amendment 02-2023 - see above new addition to eAIP	in AD 2.20 – LOCAL TRAFFIC REGULATIONS, 7. TAXIWAY AND APRON RESTRICTIONS, 7.6.

SUPs incorporated in this AIP publication		
SUP#	**Description**	**Section affected**
NIL		

AICs incorporated in this AIP publication	
AIC#	**Description**
NIL	

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
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area navigation routes;
helicopter routes;
other routes;
en route holding.

- ENR 4. Radio Navigation Aids/Systems
  Radio navigation aids – en route;
  special navigation systems;
  name-code designators for significant points;
  aeronautical ground lights - en route.

- ENR 5. Navigation Warnings
  Prohibited, restricted and danger areas;
  military exercise and training areas and Air Defence Identification Zone (ADIZ);
  other activities of a dangerous nature and other potential hazards;
  air navigation obstacles – en route; aerial sporting and recreational activities;
  bird migration and areas of sensitive fauna.

- ENR 6. En Route Charts
  Airspace and route charts.

PART 3 – AERODROMES (AD)
AD consists of three sections containing information as briefly described hereafter.

- AD 0.
  Table of Contents to Part 3.

- AD 1. Aerodrome - Introduction
  Aerodrome availability;
  rescue and fire fighting services and snow plan;
  index to aerodromes;
  grouping of aerodromes.

- AD 2. Aerodromes
  Detailed information about aerodromes (including helicopter landing areas if located at the aerodromes) listed is under 24 subsections.

- AD 3. Heliports
  This section is not used because there are no heliports separate from L.F Wade International Airport.

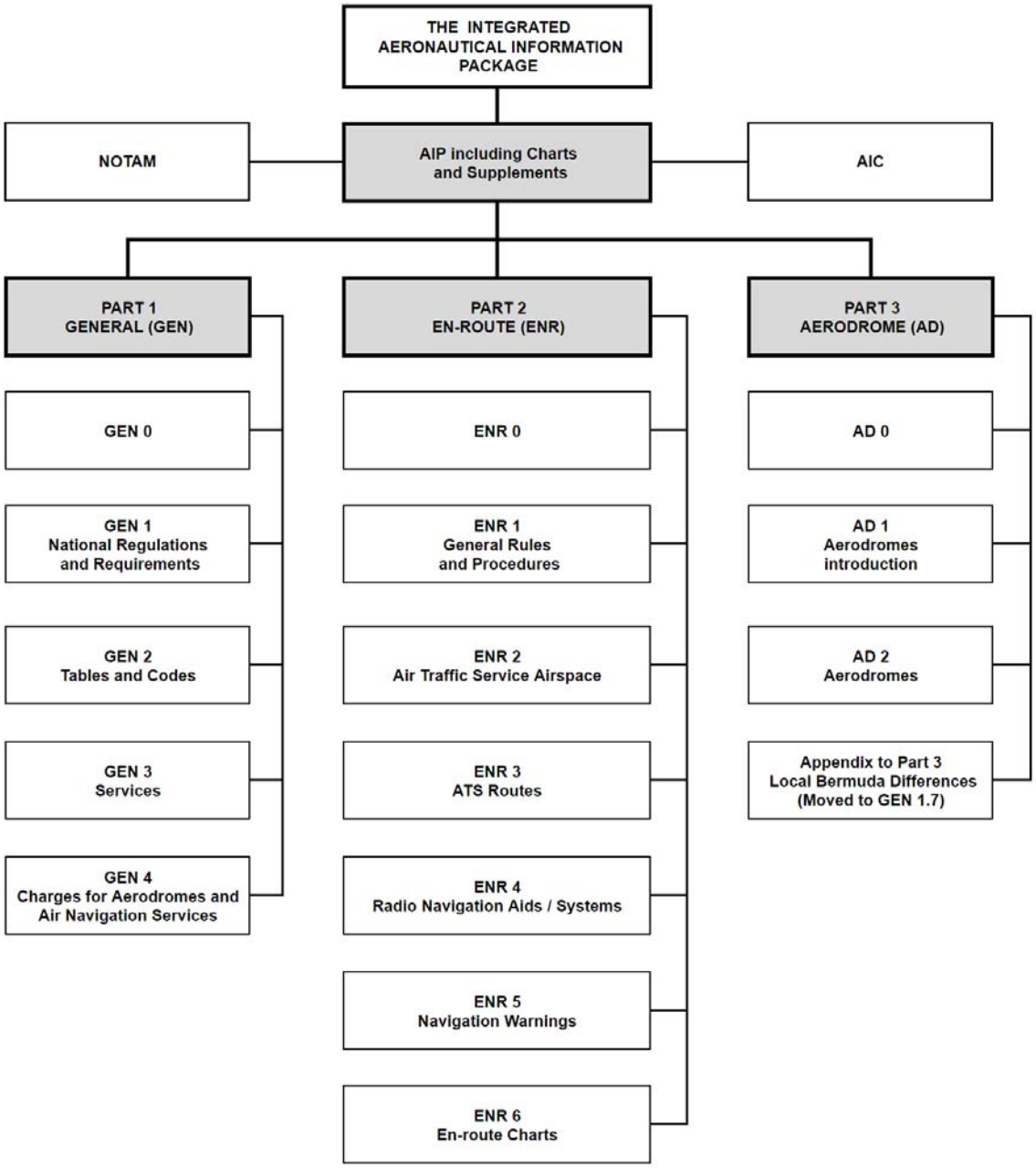
- APPENDIX to Part 3 - Local Bermuda Differences.
  Variations from ICAO Standards, Recommended Practices and Procedures
  Selected Bermuda variations to Annexes to DOC 7300 – Convention on International Civil Aviation.

4.2 Amendment Interval

Regular amendments to the AIP will be issued at least annually.

5. SERVICE TO CONTACT

Any errors or omissions that may be detected in this document should be referred to the Bermuda Airport Authority as identified on Page GEN 0.1-1.


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM
AIP including Charts and Supplements
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PART 2 EN-ROUTE (ENR)
PART 3 AERODROME (AD)
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GEN 2 Tables and Codes
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GEN 4 Charges for Aerodromes and Air Navigation Services
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AD 0
AD 1 Aerodromes introduction
AD 2 Aerodromes
Appendix to Part 3 Local Bermuda Differences (Moved to GEN 1.7)

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC amendment dates			
NR/Year	Publication date	Date inserted	Inserted by
001/2005		22 DEC 2005	
001/2006		08 JUN 2006	
002/2006		23 NOV 2006	
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GEN 0.4 CHECKLIST OF AIP PAGES

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AD-2 TXKF APDC A6 - 2	30 NOV 2023	AD-2 TXKF IAC RNAV GNSS RWY12 - 2	27 APR 2017
AD-2 TXKF AOC - 1	24 MAR 2022	AD-2 TXKF IAC RNAV GNSS RWY30 - 1	27 APR 2017
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AD 2 TXKF SID RWY12N DATA - 2	27 APR 2017	AD-2 TXKF IAC ILS Z RWY12 - 2	27 APR 2017
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3. APPLICABLE ICAO DOCUMENTS GEN-0.1-1
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2.9 ANNEX 9 - FACILITATION, Thirteenth Edition:

NIL

2.10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

VOLUME I - Radio Navigation Aids, Sixth Edition:

NIL

VOLUME II - Communication Procedures including those with PANS Status, Sixth Edition:

NIL

VOLUME III - Communication Systems (Part I Digital Data Communications Systems; Part II - Voice Communications Systems), Second Edition:

NIL

VOLUME IV – Surveillance Radar and Collision Avoidance Systems, Fourth Edition:

NIL

VOLUME V – Aeronautical Radio Frequency Spectrum Utilization, Second Edition:

NIL

2.11 ANNEX 11 – AIR TRAFFIC SERVICES, Thirteenth Edition:

4.3.6.1 g) The ATIS at L.F. Wade International Airport currently reports weather information extracted from, and consistent with, the METAR and SPECI observations.

4.3.7 The ATIS at L.F. Wade International Airport currently broadcasts criteria in accordance with Annex 11 requirements except that:

4.3.7 a) The elements of information contained are not broadcast in the order listed.

4.3.7 b) Surface wind direction and speed is reported as a 10-minute mean value, and no wind lull information is broadcast.

2.12 ANNEX 12 – SEARCH AND RESCUE, Eighth Edition:

NIL

2.13 ANNEX 13 – AIRCRAFT ACCIDENT INVESTIGATION, Tenth Edition:

NIL

2.14 ANNEX 14 – AERODROMES

VOLUME I – Aerodrome Design and Operations, Seventh Edition:

3.4.3 To the south of the runway, particularly near the VOR/DME and further east approximately halfway along the strip, the semi-width of 150 metres from the runway centerline includes approximately 25 metres over water.

3.5.4 The Runway End Safety Area (RESA) for Runway 30 forms an irre gular pentagon with two pairs of parallel sides, having a width of 150 metres, a length of 115 metres on its northern boundary, and a length of 240 metres on its southern boundary. The RESA for Runway 12 measures 150 metres in width and 230 metres in length. Neither RESA meets the ICAO recommended length of 240 metres.

3.9.7 The distance between the runway centerline and the parallel Taxiway A centerline is 152.5 metres and does not meet the ICAO recommended minima of 172.5 metres.

5.3.4.10 Runway 30 approach lights extend 450 meters from the runway threshold, constituting a difference from the requirement for the lights to extend over a distance of 900 meters from the threshold.

VOLUME II – Heliports, Third Edition:

NIL

2.15 ANNEX 15 – AERONAUTICAL INFORMATION SERVICES, Thirteenth Edition:

NIL

2.16 ANNEX 16 – ENVIRONMENTAL PROTECTION VOLUME I – Aircraft Noise, Sixth Edition:

NIL

VOLUME II – Aircraft Engine Emissions, Third Edition:

NIL

2.17 ANNEX 17 – SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, Ninth Edition:

NIL

2.18 ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, Fourth Edition:

NIL

2.19 ANNEX 19 – SAFETY MANAGEMENT, First Edition:

NIL

3. OTHER ICAO DOCUMENTS

1. RULES OF THE AIR AND AIR TRAFFIC SERVICES DOC 4444-RAC/501/12, Fifteenth Edition:

NIL

GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

1.1 The Bermuda Airport Authority provides meteorological services via the Bermuda Weather Service. See Section GEN 1-1. Paragraph 3 for address.

1.2 Meteorological services are based upon ICAO Annex 3, Meteorological Service for International Air Navigation. Variations are posted in GEN-1.7 - LOCAL BERMUDA DIFFERENCES.

1.3 Meteorological service hours are continuous.

1.4 Meteorological services are provided in English only.

2. AREA OF RESPONSIBILITY

2.1 The Bermuda Weather Service is responsible for providing aeronautical meteorological services within a 10 NM radius of the L.F. Wade International Airport airport reference point (ARP).

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

3.1 Station identifiers:

a. Station name: Bermuda Weather Service

b. ICAO location indicator: TXKF

3.2 Observation types and frequencies:

a. Surface Aviation Observations (SA) are conducted hourly at 5 minutes to the hour.

b. Special Surface Aviation Observations (SP) are conducted as required by ICAO Annex 3 and variations posted in Appendix A of this AIP.

c. Synoptic Observations (SM and SI) are conducted daily at 0000 UTC and every three hours thereafter.

d. Upper Air Observations (US, UL, or UE) are conducted at least once daily, twice with inclement weather and up to 6 times daily, based on requests from relevant agencies (e.g. US National Hurricane Center), at discretion of the director, BWS.

e. TAF issued every six hours (i.e., 0000 - 0600 - 1200 - 1800).

f. ATIS at L.F. Wade International Airport broadcast on frequency 119.600 MHz.

3.3 Observation transmittal codes:

a. Surface weather observations are transmitted in METAR, SPECI, and SYNOP codes.

b. Upper Air Observations are transmitted in TEMP code.

3.4 Observation systems:

1. Automated Weather Observing Station (AWOS)
   - a. Wind
   - b. Temperature
   - c. Pressure
   - d. Humidity
   - e. Precipitation
   - f. Solar Radiation
   - g. Runway Visual Range (RVR)
2. Laser Ceilometer
3. Visibility Sensors
4. Lightning Detection
5. Present Weather/Visibility
6. Radiosonde
7. Weather Radar

3.5 Observation system locations:

1. Altimeter setting provided in hectopascals.
   Altimeter setting is also provided in inches of mercury upon request.
2. AWOS
   a. Windmast Number 1: Contains the temperature, pressure, humidity, wind, solar radiation and precipitation sensors.
      Located at the 12 end of the runway. 32°21.947'N 64°41.805'W.
   b. Windmast Number 2: Contains temperature, pressure, humidity and wind sensors.
      Located at the 30 end of the runway. 32°21.659'N 64°40.142'W.
3. Laser Ceilometer
   a. Located at the 12 end of the runway. 32°21.987’N 064°41.820’W.
   b. Located at the 30 end of the runway. 32°21.683’N 064°40.136’W.
4. Present Weather/Visibility Sensors
   a. Located at the 12 end of the runway. 32°21.964'N 064°41.678'W.
      Also contains background illumination sensor.
   b. Located at the 30 end of the runway. 32°21.712’N 064°40.128’W.
      Also contains background illumination sensor.
5. Lightning Detector is located at the 12 end of the runway. 32°21.964’N 064°41.835’W.
6. Radiosonde. Located at the Meteorological Instrument Compound to the north of the L.F. Wade Airport Control Tower.
7. Weather Radar.
   South of the runway at coordinates 32°21.072’N 064°29.476’W.

4. TYPES OF SERVICES

4.1 Bermuda Weather Service provides meteorological services in support of civil and military aviation.

4.2 Scheduled air carriers and military aircraft operators may request daily flight weather packets.

a. a) Flight weather packets include:
   1. Upper level (various flight levels) winds and temperatures.
   2. Significant weather prognostications (SIGWX).
   3. METAR/SPECI and Terminal Aerodrome Forecasts (TAF) for aircraft destination.
   4. METAR/SPECI and TAF for any alternate aerodromes.

b. Flight crews may receive personal briefings and consultation by visiting the weather office or via telephone 1.441.293.5067, extension 402.

c. Civil and military flight crews may also access flight weather packet information online at www.weather.bm/aviation.

4.3 Surface and upper air charts are displayed for briefing and consultation purposes.

4.4 Weather information is provided to Bermuda Control Tower and NY ARTCC on a routine basis.

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1 A minimum of two hours advance notice is required for flight documentation.

5.2 No advance notice is required to schedule personal briefings or consultation.

6. AIRCRAFT REPORTS

6.1 There are no meteorological reporting points within the Bermuda Weather Service area of responsibility.

7. VOLMET SERVICE

7.1 Bermuda Weather Service does not provide VOLMET service.

8. SIGMET SERVICE

8.1 Bermuda Weather Service does not issue SIGMET.

8.2 SIGMET for the New York Oceanic FIR are issued by the MNO Kansas City.

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ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

1. Information concerning routes and holding patterns

1.1 Information concerning ATS routes, including Area Navigation Routes and holding patterns serving Bermuda, is contained in appropriate FAA charts and publications.
https://enasr.faa.gov/eNASR/nasr/Current/Airway

1.2 There are no helicopter routes serving Bermuda.

Notes:

a. All tracks expressed in degrees magnetic.
b. All segment distances expressed in nautical miles.
c. All altitudes expressed in feet above mean sea level.
d. All route segments 8 NM in width unless otherwise noted.

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L457							
ENAPI	33 12 21.69N 068 06 21.57W BDA 302.08° 180 (53)						
	119°/300°	40 NM	60000 FT/6000 FT	8 NM			{E}
AWSOM	33 01 37.49N 067 20 28.30W BDA 302.08° 140 (53)						
	120°/301°	62 NM	60000 FT/6000 FT	8 NM			{E}
GUICE	32 44 25.28N 066 09 40.91W BDA 302.08° 78 (53)						
	121°/302°	78 NM	60000 FT/6000 FT	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L458							
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	207° / 026°	180 NM	60000 FT / GND	8 NM			{E}
GECAL	29 25 28.17N 065 25 16.91W BDA 207.20° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L459							
DASER	34 08 18.63N 067 34 39.44W BDA 321.86° 180 (53)						
	184°/004°	68 NM	60000 FT/6000 FT	8 NM			{E}
AWSOM	33 01 37.49N 067 20 28.30W BDA 302.08° 140 (53)						
	184°/004°	40 NM	60000 FT/6000 FT	8 NM			{E}
BOBBO	32 22 11.10N 067 12 15.16W BDA 285.72° 128 (53)						
	184°/004°	38 NM	60000 FT/6000 FT	8 NM			{E}
QRTET	31 45 08.10N 067 04 38.51W BDA 268.78° 127 (53)						
	184°/004°	41 NM	60000 FT/6000 FT	8 NM			{E}
CATZZ	31 04 57.17N 066 56 30.20W BDA 251.84° 138 (53)						
	184°/004°	71 NM	60000 FT/6000 FT	8 NM			{E}
SHEIL	29 54 35.42N 066 42 31.70W BDA 230.71° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L461							
BOVIC	34 52 24.54N 066 40 03.29W BDA 342.04° 180 (53)						
	184°/004°	91 NM	60000 FT/6000 FT	8 NM			{E}
FLAMO	33 22 36.41N 066 18 34.99W BDA 321.86° 102 (53)						
	184°/004°	39 NM	60000 FT/6000 FT	8 NM			{E}
GUICE	32 44 25.28N 066 09 40.91W BDA 302.08° 78 (53)						
	184°/004°	22 NM	60000 FT/6000 FT	8 NM			{E}
LITTL	32 22 24.77N 066 04 36.63W BDA 285.72° 71 (53)						
	184°/004°	21 NM	60000 FT/6000 FT	8 NM			{E}
PIERC	32 02 06.59N 065 59 58.15W BDA 268.78° 70 (53)						
	184°/004°	22 NM	60000 FT/6000 FT	8 NM			{E}
ROOFE	31 40 28.96N 065 55 03.81W BDA 251.84° 75 (53)						
	184°/004°	38 NM	60000 FT/6000 FT	8 NM			{E}
SICKL	31 03 32.94N 065 46 46.50W BDA 230.71° 96 (53)						
	184°/004°	100 NM	60000 FT/6000 FT	8 NM			{E}
GECAL	29 25 28.17N 065 25 16.91W BDA 207.20° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L462							
ANVER	35 15 07.30N 065 41 16.05W BDA 359.08° 180 (53)						
	184° / 004°	310 NM	UNL / 6000 FT	8 NM			{E}
KURTS	30 09 58.88N 064 29 42.76W BDA 190.51° 132 (53)						
	184° / 004°	48 NM	UNL / 6000 FT	8 NM			{E}
PIREX	29 22 27.70N 064 19 16.28W BDA 188.74° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
L576							
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	167° 348°	180 NM	60000 FT 5500 FT MEA = 5500 FT	8 NM			{E}
SEAVR	29 41 55.89N 063 04 25.02W BDA 347.68° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M325							
ENAPI	33 12 21.69N 068 06 21.57W BDA 302.08° 180 (53)						
	119° / 300°	40 NM	UNL / GND MEA = 6000 FT	8 NM			{E}
AWSOM	33 01 37.49N 067 20 28.30W BDA 302.08° 140 (53)						
	120° / 301°	62 NM	UNL / GND MEA = 6000 FT	8 NM			{E}
GUICE	32 44 25.28N 066 09 40.91W BDA 302.08° 78 (53)						
	121° / 302°	78 NM	UNL / GND MEA = 6000 FT	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M326							
JIMAC	32 21 27.04N 068 13 53.58W BDA 285.72° 180 (53)						
	103° / 284°	52 NM	UNL / GND	8 NM			{E}
BOBBO	32 22 11.10N 067 12 15.16W BDA 285.72° 128 (53)						
	104° / 285°	57 NM	UNL / GND	8 NM			{E}
LITTL	32 22 24.77N 066 04 36.63W BDA 285.72° 71 (53)						
	105° / 286°	71 NM	UNL / GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M327							
JIMAC	32 21 27.04N 068 13 53.58W BDA 285.72° 180 (53)						
	103° / 284°	52 NM	UNL / GND	8 NM			{E}
BOBBO	32 22 11.10N 067 12 15.16W BDA 285.72° 128 (53)						
	104° / 285°	57 NM	UNL / GND	8 NM			{E}
LITTL	32 22 24.77N 066 04 36.63W BDA 285.72° 71 (53)						
	105° / 286°	71 NM	UNL / GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	118° / 300°	126 NM	UNL / GND	8 NM			{E}
YEPSY	31 51 52.64N 062 17 14.62W BDA 118.00° 126 (53)						
	120° / 301°	53 NM	UNL / GND	8 NM			{E}
WINGZ	31 38 30.60N 061 17 20.40W BDA 118.00° 179 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M328							
ANTIG	31 29 04.86N 068 03 37.81W BDA 268.78° 180 (53)						
	086°/267°	53 NM	60000 FT/GND	8 NM			{E}
QRTET	31 45 08.10N 067 04 38.51W BDA 268.78° 127 (53)						
	087°/268°	58 NM	60000 FT/GND	8 NM			{E}
PIERC	32 02 06.59N 065 59 58.15W BDA 268.78° 70 (53)						
	088°/269°	70 NM	60000 FT/GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	098°/281°	178 NM	60000 FT/GND	8 NM			{E}
NUMBR	32 40 14.40N 061 11 32.40W BDA 098.06° 178 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M329							
BALTN	30 41 25.18N 067 36 19.63W BDA 251.84° 180 (53)						
	069° / 250°	42 NM	UNL / GND	8 NM			{E}
CATZZ	31 04 57.17N 066 56 30.20W BDA 251.84° 138 (53)						
	070° / 251°	63 NM	UNL / GND	8 NM			{E}
ROOFE	31 40 28.96N 065 55 03.81W BDA 251.84° 75 (53)						
	071° / 252°	75 NM	UNL / GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	080° / 263°	178 NM	UNL / GND	8 NM			{E}
LAZEY	33 35 20.40N 061 29 06.00W BDA 079.64° 178 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M330							
SHEIL	29 54 35.42N 066 42 31.70W BDA 230.71° 180 (53)						
	049°/230°	84 NM	60000 FT/GND	8 NM			{E}
SICKL	31 03 32.94N 065 46 46.50W BDA 230.71° 96 (53)						
	050°/231°	96 NM	UNL/GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	061°/243°	177 NM	UNL/GND	8 NM			{E}
BALOO	34 24 18.60N 062 08 13.80W BDA 060.58° 177 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M331							
GECAL	29 25 28.17N 065 25 16.91W BDA 207.20° 180 (53)						
	062° / 243°	66 NM	UNL / GND	8 NM			{E}
KURTS	30 09 58.88N 064 29 42.76W BDA 190.51° 132 (53)						
	062° / 243°	5 NM	UNL / GND	8 NM			{E}
TONEY	30 13 23.23N 064 25 24.36W BDA 188.74° 129 (53)						
	063° / 244°	148 NM	UNL / GND	8 NM			{E}
YEPSY	31 51 52.64N 062 17 14.62W BDA 118.00° 126 (53)						
	064° / 245°	74 NM	UNL / GND	8 NM			{E}
NUMBR	32 40 14.40N 061 11 32.40W BDA 098.06° 178 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M590							
ANVER	35 15 07.30N 065 41 16.05W BDA 359.08° 180 (53)						
	179°/359°	180 NM	UNL/GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	189°/009°	129 NM	UNL/GND	8 NM			{E}
TONEY	30 13 23.23N 064 25 24.36W BDA 188.74° 129 (53)						
	189°/009°	51 NM	UNL/GND	8 NM			{E}
PIREX	29 22 27.70N 064 19 16.28W BDA 188.74° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓ / ↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M591							
BOVIC	34 52 24.54N 066 40 03.29W BDA 342.04° 180 (53)						
	161° / 342°	180 NM	UNL / GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	189° / 009°	129 NM	UNL / GND	8 NM			{E}
TONEY	30 13 23.23N 064 25 24.36W BDA 188.74° 129 (53)						
	189° / 009°	51 NM	UNL / GND	8 NM			{E}
PIREX	29 22 27.70N 064 19 16.28W BDA 188.74° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

Route Designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
Route Segment RCP/RSP specification	Track MAG ↓/↑	Geodesic Dist (COP)	Upper and Lower limits MEA	Lateral limits MOCA	Direction of cruising levels ↓	↑	Remarks Controlling unit, operating channel, and logon address Navigation, RCP/RSP specification(s) limitations {Airspace Classification}
M592							
DASER	34 08 18.63N 067 34 39.44W BDA 321.86° 180 (53)						
	140°/321°	78 NM	UNL/GND	8 NM			{E}
FLAMO	33 22 36.41N 066 18 34.99W BDA 321.86° 102 (53)						
	141°/332°	102 NM	UNL/GND	8 NM			{E}
BDA VOR/DME	32 21 51.79N 064 41 22.46W						
	189°/009°	129 NM	UNL/GND	8 NM			{E}
TONEY	30 13 23.23N 064 25 24.36W BDA 188.74° 129 (53)						
	189°/009°	51 NM	UNL/GND	8 NM			{E}
PIREX	29 22 27.70N 064 19 16.28W BDA 188.74° 180 (53)						
Direction of cruising levels - Standard or as assigned by ATC							

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Visual Approach Chart - ICAO AD-2 TXKF VAC-1

TXKF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**Aerodrome Fire Fighting Category**	Category 9 (0700 – 2300 (local time))
2	**Rescue Equipment**	• 4 Units: Major Foam Vehicle 3000 U.S. gallons water 420 U.S. gallons foam 500 pounds chemical • 1 Unit: Light Rescue Vehicle Ancillary rescue equipment • 1 Unit: Command Vehicle
3	**Remarks**	Nil

TXKF AD 2.7 SEASONAL AVAILABILITY - CLEARING

NIL - Not applicable

TXKF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron Surface and Strength**	Apron I Concrete/Asphalt PCN 80/F/A/W/U Apron VII Concrete/Asphalt PCN 80/R/A/W/T	
2	**Taxiway Surface, Strength and Width**	All taxiways are asphalt with no weight restrictions	
		A, C, E, G:	75 ft
		B:	75 ft (taxiway and shoulders equal 150 ft) except that, B (north of taxiway A):50 ft
		F (north of the Runway):	75 ft except that, F (north of taxiway A): 50 ft F (south of Runway):200 ft (minimum)
		H:	75 ft
		J:	80 ft
		Q:	90 ft
		T:	120 ft
		W:	118 ft (concrete)
3	**Altimeter Checkpoint Location / Elevation**	At Gates 11-16 Apron I and Gates 3-8 Apron VII	
4	**VOR Check Point**	Nil	
5	**INS Check Point**	Nil	

6	**Remarks**	Apron I Parking Point 11:	322140.24N 0644200.04W
		Apron I Parking Point 12:	322136.40N 0644203.52W
		Apron I Parking Point 12A:	322139.54N 0644202.37W
		Apron I Parking Point 13:	322139.00N 0644203.98W
		Apron I Parking Point 14:	322138.14N 0644205.39W
		Apron I Parking Point 15:	322137.48N 0644206.39W
		Apron I Parking Point 15A:	322137.45N 0644206.91W
		Apron I Parking Point 16:	322136.64N 0644208.71W
		Maximum Wingspan for Parking Point 16 is 36 meters.	
		Apron II removed from service.	
		Apron VII Parking Point 3:	322148.98N 0644213.88W
		Apron VII Parking Point 4:	322147.76N 0644213.28W
		Apron VII Parking Point 5:	322146.08N 0644212.28W
		Apron VII Parking Point 5A:	322146.56N 0644212.65W
		Apron VII Parking Point 6:	322145.52N 0644211.57W
		Apron VII Parking Point 7:	322143.65N 0644211.10W
		Apron VII Parking Point 7A:	322144.14N 0644211.43W
		Apron VII Parking Point 8:	322143.11N 0644210.33W

TXKF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Visual Docking / Parking Guidance System**	Visual docking/parking guidance system not used; aircraft marshaled at parking points by ground personnel Indicators and ground signalling devices: WDI
2	**RWY and TWY markings and LGT**	Runway/taxiway markings conform to all ICAO standards Guard lights - located at all TWY to RWY access
3	**Stop Bars**	Nil
4	**Remarks**	Aircraft apron movements are uncontrolled.

TXKF AD 2.10 AERODROME OBSTACLES

Note: A complete list of Aerodrome Obstacles for area 2 and 3 are available upon request in AIXM and PDF Formats (November 2021 survey data)

TXKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

See Section GEN 3.5 and Appendix A.

turned on to the maximum available intensity. If desired, adjustment can then be made to a lower intensity by keying 5 and/or 3 times. Even when lights are on, always key the microphone as directed when overflying the airport or just prior to entering the final segment of an approach. This will assure the aircraft is close enough to activate the system and a full 15 minutes lighting duration is available.

TABLE AD 2.15.1 Approach Lights

Lighting System	Number of Intensity Settings	Status during Non-Use Periods	Intensity Step Selected Per Number of Microphone Clicks		
			3	5	7
HIRL	5	Off	Low	Medium	High
PAPI	5	Off	*	*	*

TABLE AD 2.15.2 Radio Control System

Intensity Level	Key Microphone	Function
5	7 times within 5 seconds	Highest intensity available
3	5 times within 5 seconds	Medium or lower intensity
1	3 times within 5 seconds	Lowest intensity available

2. SECONDARY POWER SUPPLY

Available

TXKF AD 2.16 HELICOPTER LANDING AREA

NIL

TXKF AD 2.17 ATS AIRSPACE

1	**Designation and Lateral Limits**	Bermuda Control Zone is that airspace within a 4.4 NM radius of L. F. Wade International Airport ARP extending from the surface up to and including 2500 ft AGL. The control zone extends out to 7 NM for 1.7 NM either side of the 114-, 117-, and 301-degree radials of the BDA VOR/DME.
2	**Classification**	Class D
3	**ATS Unit Call Sign**	Bermuda Tower
4	**Languages**	English only
5	**Transition Altitude/Transition Level**	Not applicable
6	**Remarks**	Reverts to Class E airspace after 2300 hrs closure.

TXKF AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Bermuda Tower	118.100 MHz	0700 – 2300 (local time)	Nil
TWR	Bermuda Tower	291.000 MHz	0700 – 2300 (local time)	Nil
GND	Bermuda Ground	124.500 MHz	0700 – 2300 (local time)	Departure clearance is provided on Ground Control
CTAF	Nil	122.800 MHz	2300 – 0700 (local time)	Departure clearance is provided on NY ARTCC Clearance Delivery (128.500 MHz)
ATIS	L.F. Wade International Airport	119.600 MHz	H24	Nil
ARTCC	New York Center	128.500 MHz	H24	Nil
ARTCC	New York Approach	119.100 MHz	H24	Nil

TXKF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR	BDA	113.900 MHz	H24	322151.79N 0644122.46W	53 ft	VOR unusable: R-080 clockwise to R-106 beyond 10 NM below 2900 ft AMSL R-080 clockwise to R-106 beyond 20 NM all altitudes R-181 clockwise to R-191 beyond 15 NM all altitudes DME unusable: R-025 clockwise to R-048 beyond 20 NM below 3500 ft AMSL R-080 clockwise to R-106 beyond 10 NM below 2900 ft AMSL R-080 clockwise to R-106 beyond 20 NM all altitudes R-200 clockwise to R-255 beyond 30 NM below 2500 ft AMSL VOR/DME potential interference from welding due to airport terminal construction.
DME	BDA	CH 86X 1173.00 MHz	H24	322151.77N 0644122.46W	52.82 ft	

Type of aid MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS	I-BDA	Localizer: 109.900 MHz	H24	Localizer 322201.18N 0644145.12W	20 ft	No back course
		Glideslope: 333.800 MHz		Glideslope 322141.00N 0644000.05W		
		DME CH 36X 997.000 MHz		DME 322158.77N 0644147.44W		Zero point located at I-BDA glideslope on RWY centerline at 322143.01N 0643959.48W. DME unusable: Beyond 25° left of RWY centerline, all altitudes Beyond 30° right of RWY centerline, all altitudes ILS/DME & ILS CAT I RWY 30 potential interference from welding due to airport terminal construction.

TXKF AD 2.20 LOCAL TRAFFIC REGULATIONS

1. GENERAL

1.1 Aircraft landing on Runway 12 will normally be required to clear left and use Taxiway A, and then contact Bermuda Ground for instructions to the Passenger Terminal Ramp Area (Apron VII).
See also Paragraph 15. Local Aerodrome Regulations.

1.2 Aircraft landing on Runway 30 will normally clear the runway onto Taxiway B.

1.3 Line up and wait (LUAW) operations are not authorized.

1.4 All aircraft are prohibited from making 180-degree turns on Runway 12/30 unless instructed to do so by Bermuda Tower.

1.5 Aircraft apron movements are uncontrolled.

1.6 The Passenger Terminal Area (Apron VII) has eight nose-in parking spots for which priority is given to scheduled air carriers.

2. MILITARY AIRCRAFT OPERATIONS

Prior permission required for all military Code D, E, F and Search and Rescue aircraft on mission critical operations, as parking area restrictions apply (see also Section AD 2.8). Straight-in parking only at all Parking Points on Apron I.

Expect parking on Apron III and Apron VI.
Prior coordination required with Aerodrome Operations, Airport Duty Officer (see Section GEN 1.1).

3. AIRBUS A380 AIRCRAFT OPERATIONS

Airbus A380 aircraft operations are limited to emergency use only. Airbus A380 services following landing are limited to passenger embarkation using a single stair-truck to the lower level.

4. HAZARDOUS CARGO PARKING

4.1 Isolated parking for aircraft with hazardous cargo is south of Taxiway F on Apron VI.

5. DEPARTURE CLEARANCE PROCEDURES

5.1 Bermuda Ground provides ATC departure clearance during Bermuda Control Tower operational hours.

5.2 NY ARTCC provides ATC departure clearance (128.500 MHz) during Bermuda Control Tower non-operational hours.

6. PUSHBACK, START, AND TAXI INSTRUCTIONS

6.1 Aircraft will contact Bermuda Ground for pushback, start, and taxi instructions from the Passenger Terminal Area (Apron VII). Aircraft will use Taxiway B or Taxiway Q when departing Apron VII.

7. TAXIWAY AND APRON RESTRICTIONS

7.1 ICAO Code E (and above) aircraft are restricted to the use of Apron I, Apron VI, and Apron VII only.

7.2 ICAO Code E (and above) aircraft are restricted to the use of Taxiways Alpha, Bravo (south of Taxiway A), Foxtrot (south of Runway), Golf, Tango, and Whiskey only.

7.3 ICAO Code D (and above) aircraft are prohibited from using Taxiways Echo, Foxtrot (north of Runway), Foxtrot (north of Taxiway A), Hotel, Juliet, Quebec.

7.4 Taxiways Echo, Foxtrot (north of the Runway), and Quebec are restricted to use by ICAO Code C or below) aircraft only EXCEPT that Airbus A321 and Boeing 737-10MAX aircraft are prohibited from using Taxiways Echo, Foxtrot (north of the Runway), Quebec, and Apron III.

7.5 Apron VI closed to all B777-300 and A380-800 aircraft.

7.6 B777-300 and A380-800 aircraft to exercise caution whilst taxiing at Taxiway Alpha and Runway 12/30 intersection.

8. CORPORATE AND PRIVATE AIRCRAFT HANDLING FACILITIES

8.1 Handling Facilities for Corporate and Private Aircraft are available on Apron IV.

9. AERODROME OPERATING MINIMA DETERMINATION

9.1 The method of determining aerodrome operating minima (AOM) in Bermuda is that set out in the relevant operational Annex (see para 3) to EASA Ops (European Commission Regulation (EC) 965/2012). Therefore, all flight operations by aircraft within Bermuda airspace are to operate with AOM no lower than calculated using EASA Ops. This is the same method as used to calculate minima published on commercially available flight guides (subject to any additional increments applied by an operations manual).

These notified Aerodrome Operating Minima shall apply as follows:

a. To aircraft registered in the Territory

b. Foreign-registered aircraft operating in the Territory shall use minima not lower than those calculated according to the above method.

The use of Head-up guidance landing system (HUDLS) or Enhanced Vision System (EVS) may allow operations with lower visibilities than normally associated with the aerodrome operating minima, in accordance with EASA Ops, where the operator holds an appropriate approval only.

9.2 In addition, as a transitional measure, where PBN approaches are available within the Territory, the minima provided by the designer of the procedure shall be specified in the relevant part of the AIP for the individual aerodrome/approach.

9.3 The relevant operational Annexes to EASA Ops (European Commission Regulation (EC) 965/ 2012) are as follows:

a. Commercial air transport operations: Annex IV 'Part- CAT;

b. Non-commercial operations with complex motor-powered aircraft: Annex VI 'Part-NCC';

c. Non-commercial operations with other-than complex motor-powered aircraft: Annex VII 'Part-NCO'.

10. STANDARD TAXI ROUTE PROCEDURES

10.1 Standard Taxi Routes (STR) have been developed to enhance ground control operations for aircraft traffic operating to/from aprons. The use of STR's should allow pilots to preplan their taxi route before taxiing to or from the apron. STR's do not supersede instructions issued by ATC, STR's are meant to complement established ATC procedures and rules.

10.2 STR's shall be used to describe routes, procedures and/or frequency information. All runway hold short/crossing instructions shall be transmitted in accordance with ICAO Doc. 4444 when the Tower is

manned. Runway crossings during uncontrolled periods (2300hrs – 0700hrs) shall be conducted at the pilots discretion based on traffic and all intentions broadcasted on the Common Traffic Advisory Frequency 122.800 MHz.

10.3 Traffic Departing from Apron IV

Runway 30 – Taxi to Runway 30.
Turn left on Taxiway A and hold short of the runway until further instructions are received.
Contact Tower Control on 118.100 MHz east of Taxiway J.

Runway 12 – Taxi to Runway 12.
Turn right on Taxiway A, turn left on Taxiway B and hold short of the runway until further instructions are received.
Contact Tower Control on 118.100 MHz west of Taxiway F.

Note: During Non-Tower Operations (between 2300hrs and 0700hrs) prior to taxiing for departure, operate airfield lighting and monitor and transmit all intentions on Common Traffic Advisory Frequency 122.800 MHz until airborne then contact NY ARTCC on 128.500 MHz/119.100 MHz.

10.4 Traffic Arriving to Apron IV

Landing on Runway 30 – exit right on one of the adjoining Taxiways E,F or B,
contact Ground Control on 124.500 MHz, turn right on Taxiway A, turn left on Taxiway H to Apron IV.

Landing on Runway 12 – exit left on Taxiway C,
contact Ground Control on 124.500 MHz, turn left on Taxiway A, turn right on Taxiway H to Apron IV.

Note: During Non-Tower Operations (between 2300hrs and 0700hrs) prior to entering the Bermuda Class D Control Zone, operate airfield lighting and monitor and transmit all intentions on Common Traffic Advisory Frequency 122.800 MHz until arriving safely at Apron IV.

10.5 Traffic Departing from Apron VII

Runway 30 via Bravo - Alpha - Taxi to Runway 30. Proceed to Taxiway B, cross the Runway, turn right on Taxiway A, and hold short of the Runway until further instructions are received. Contact Tower Control on 118.10 MHz on Taxiway A.

Runway 12 via Bravo - Golf - Taxi to Runway 12. Proceed to Taxiway B, turn left on Taxiway G, and hold short of the Runway until further instructions are received. Contact Tower Control on 118.10 MHz east of Taxiway G.

10.6 Traffic Arriving to Apron VII

Landing on Runway 30 - Taxi to Apron VII via Bravo. Exit left on Taxiway B to Apron VII, contact Ground Control on 124.50 on Taxiway B.

Landing on Runway 12 - Taxi to Apron VII via Alpha - Bravo. Exit left on Taxiway A, contact Ground Control on 124.50 MHz, turn left on Taxiway B, cross the Runway, continue on Taxiway B to Apron VII.

10.7 Traffic Departing from Apron I

Runway 30 via Tango - Bravo - Alpha - Taxi to Runway 30. Proceed to Taxiway T, turn right on Taxiway B, cross the Runway, turn right on Taxiway A, and hold short of the Runway until further instructions are received. Contact Tower Control on 118.10 MHz on Taxiway A.

Runway 12 via Tango - Bravo - Golf - Taxi to Runway 12. Proceed to Taxiway T, turn right on Taxiway B, turn left on Taxiway G, and hold short of the Runway until further instructions are received. Contact Tower Control on 118.10 MHz east of Taxiway G.

10.8 Traffic Arriving to Apron I

Landing on Runway 30 - Taxi to Apron I via Bravo - Tango. Exit left on Taxiway B, contact Ground Control on 124.50 MHz, turn left on Taxiway T to Apron I.

Landing on Runway 12 - Taxi to Apron I via Alpha - Bravo - Tango. Exit left on Taxiway A, contact Ground Control on 124.50 MHz, turn left on Taxiway B, cross the Runway, continue on Taxiway B, turn left on Taxiway T to Apron I.

TXKF AD 2.21 NOISE ABATEMENT PROCEDURES

1. INTERNATIONAL AIRCRAFT NOISE REQUIREMENTS

All aircraft operations at L. F. Wade International Airport (TXKF) are to comply with the environmental noise standards as detailed in Chapter 3 or 4 to ICAO Annex 16.

2. NOISE RESTRICTION ON APRON IV

Operation of Aircraft Auxiliary Power Unit is limited to 45 min before scheduled take-off and shut down as soon as possible when aircraft is parking on Apron IV

TXKF AD 2.22 FLIGHT PROCEDURES

1. TURBULENCE/WIND SHEAR

There is a potential for light to moderate turbulence and/or wind shear to be encountered by aircraft conducting approaches to Runway 12 and 30, when the wind direction originates from the northern quadrants, and is in excess of 15 knots at the surface. This turbulence is generally associated with nearby topography to the north.

2. IFR OPERATIONS

2.1 All aircraft operating into and out of L. F. Wade International Airport are required to operate under IFR. NY ARTCC provides IFR ATS.

2.2 All aircraft operating into and out of L. F. Wade International Airport are required to follow procedures published in FAR 91.185 in the event of loss of radio communication.

3. L. F. WADE INTERNATIONAL AIRPORT ARRIVALS

3.1 NY ARTCC instructs aircraft when to contact Bermuda Tower during control tower operational hours.

3.2 NY ARTCC instructs aircraft when to switch to Common Traffic Advisory Frequency (CTAF: 122.800 MHz.) during control tower non-operational hours.

4. L. F. WADE INTERNATIONAL AIRPORT DEPARTURES

4.1 Bermuda Tower instructs aircraft when to contact NY ARTCC during control tower operational hours.

4.2 NY ARTCC Clearance Delivery instructs aircraft when to contact NY ARTCC during control tower non-operational hours.

5. VFR FLIGHT PLAN

VFR flight plan aircraft shall contact Bermuda Tower prior to entering the control zone.

Aircraft desiring Special VFR (SVFR) operations in the control zone shall request approval from Bermuda Tower prior to commencing such operations.

6. INSTRUMENT PROCEDURE INITIAL APPROACH FIXES.

FIX	PROCEDURE	BDA RADIAL / DISTANCE	COORDINATES	REMARKS
1	2	3	4	5
ADIPE	VOR Y RWY 12	R-302.09 / 14.96 NM	3226.2N 06458.3W	Nil
BIDVE	ILS Z RWY 30 RNAV (GNSS) RWY 30	RNAV (GNSS) Waypoint	3225.5N 06426.2W	Nil
CABEM	ILS Z RWY 30 RNAV (GNSS) RWY 30	R-115.99 / 11.84 NM	3219.6N 06427.7W	Nil
CURUN	ILS Z RWY 30 RNAV (GNSS) RWY 12 RNAV (GNSS) RWY 30 VOR Y RWY 12	RNAV(GNSS) Waypoint	3218.6N 06421.9W	Nil
DERME	RNAV (GNSS) RWY 30	RNAV (GNSS) Waypoint	3220.8N 06434.6W	Nil
TOWUN	RNAV (GNSS) RWY 12	RNAV (GNSS) Waypoint	3222.9N 06446.8W	Nil
TUDIE	ILS Z RWY 30 RNAV (GNSS) RWY 30	RNAV (GNSS) Waypoint	3213.7N 06429.1W	Nil
UTALE	RNAV (GNSS) RWY 12	RNAV (GNSS) Waypoint	3219.0N 06453.7W	Nil
VENZI	RNAV (GNSS) RWY 12	RNAV (GNSS) Waypoint	3228.8N 06451.4W	Nil

FIX	PROCEDURE	BDA RADIAL / DISTANCE	COORDINATES	REMARKS
1	2	3	4	5
VITUT	RNAV (GNSS) RWY 12	RNAV (GNSS) Waypoint	3223.9N 06452.6W	Nil
WENAN	ILS Y RWY 30 ILS Z RWY 30 RNAV (GNSS) RWY 12 RNAV (GNSS) RWY 30 VOR RWY 30	R-296.79 / 15.35 NM	3225.0N 06459.1W	Nil
ZASER	ILS Y RWY 30	R-100.95 / 15.15 NM	3222.9N 06423.5W	Nil

TXKF AD 2.23 ADDITIONAL INFORMATION

1. UNCONTROLLED HOURS EMERGENCY ARRIVALS

Radio control lighting is available only for Declared Emergencies, Search and Rescue, Medical Evacuation and Prior Permission Request (PPR) during uncontrolled hours from 2300 - 0700 local time.

2. WILDLIFE CONTROL SERVICE

Wildlife control services, including bird deterrent activities, are not provided during control tower non-operational hours.

3. AIRPORT CLOSURE

Any weather, infrastructure, operational or other condition that may not be conducive to safe flight operations including Tropical Storms, Hurricanes, extreme crosswinds and/or closure of the sole bridge link between the airport and mainland and resulting inaccessibility of emergency services may result in an airport closure to be made at the discretion of the Aerodrome Operator.

4. ATIS BROADCAST

The surface wind information contained in the ATIS broadcast at L.F. Wade International Airport is reported in degrees true; the current magnetic variation at Bermuda is 15°W (2021).

5. GLOBAL REPORTING FORMAT - RUNWAY CONDITION REPORTS (RCR)

Information relating to runway surface conditions will be disseminated appropriately via ATIS and SNOWTAM. Air-Ground Voice Communications will also be carried out when necessary. Aircraft operators should utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air reports (AIREP) to ATC.

The SNOWTAM will be promulgated whenever RWYCC 2 is reported. The assessment and reporting of runway surface conditions continue until the runway is no longer contaminated. The RCR is communicated from the lowest runway designation number.

For information relating to the runway surface conditions during the hours the Bermuda Tower is unmanned (Daily 2300hrs – 0700hrs local time) aircraft should contact Cedar Aviation (Fixed Base Operator) on Frequency 131.6 MHz prior to arrival.

Further information regarding contamination type, contamination depth, and coverage will be provided on request by the pilot. The information is communicated for each runway third in the direction of landing/take-off.

TXKF AD 2.24 CHARTS RELATED TO THE AERODROME

Chart	Page
Aerodrome Chart - ICAO	AD 2-1-15
Aircraft Parking / Docking Chart - ICAO - Apron I & VII	AD 2-1-17
Aircraft Parking / Docking Chart - ICAO - Apron III	AD 2-1-19
Aircraft Parking / Docking Chart - ICAO - Apron IV.	AD 2-1-21
Aircraft Parking / Docking Chart - ICAO - Apron V	AD 2-1-23
Aircraft Parking / Docking Chart - ICAO - Apron VI.	AD 2-1-25
Aerodrome Obstacle Chart - ICAO - Type A	AD 2-1-27
Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 12 (North).	AD 2-1-31
Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 12 (South)	AD 2-1-35
Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 30	AD 2-1-39
Standard Arrival Chart Instrument - ICAO - RNAV (GNSS) Rwy 12/30 MOMOM ONE	AD 2-1-43
Standard Arrival Chart Instrument - ICAO - RNAV (GNSS) Rwy 12/30 POPOP ONE	AD 2-1-47
Instrument Approach Chart - ICAO - ILS y Rwy 30	AD 2-1-49
Instrument Approach Chart - ICAO - ILS z Rwy 30	AD 2-1-51
Instrument Approach Chart - ICAO - RNAV (GNSS) Rwy 12	AD 2-1-53
Instrument Approach Chart - ICAO - RNAV (GNSS) Rwy 30	AD 2-1-55
Instrument Approach Chart - ICAO - VOR y Rwy 12	AD 2-1-57
Instrument Approach Chart - ICAO - VOR z Rwy 12	AD 2-1-59
Instrument Approach Chart - ICAO - VOR Rwy 30	AD 2-1-61
Visual Approach Chart - ICAO	AD 2-1-63

AERODROME CHART - ICAO

32 21 50.55 N
064 40 43.33 W

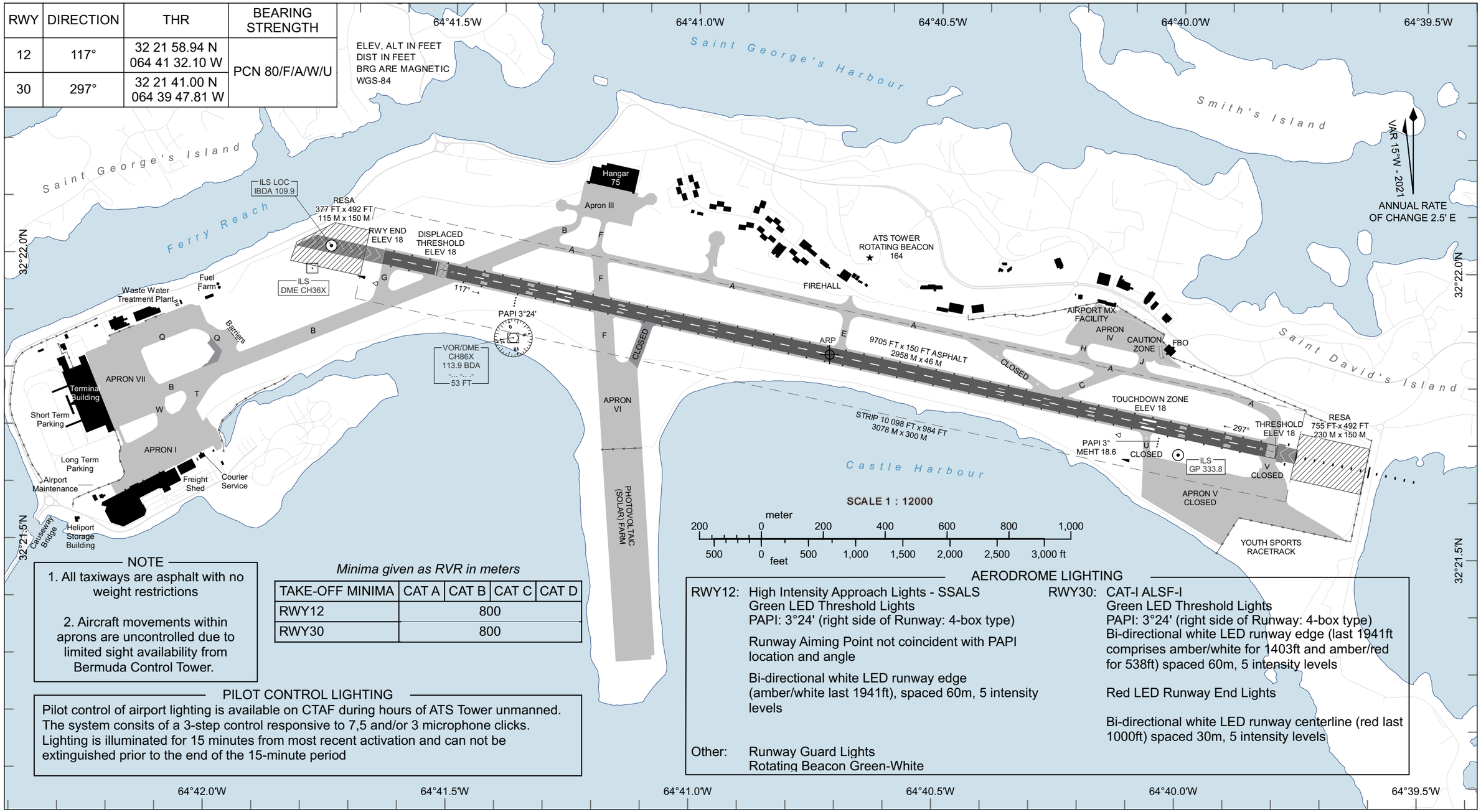
ELEV
18ft / 5.59 m

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23

RWY	DIRECTION	THR	BEARING STRENGTH
12	117°	32 21 58.94 N 064 41 32.10 W	PCN 80/F/A/W/U
30	297°	32 21 41.00 N 064 39 47.81 W	



NOTE

1. All taxiways are asphalt with no weight restrictions

2. Aircraft movements within aprons are uncontrolled due to limited sight availability from Bermuda Control Tower.

Minima given as RVR in meters

TAKE-OFF MINIMA	CAT A	CAT B	CAT C	CAT D
RWY12	800			
RWY30	800			

PILOT CONTROL LIGHTING

Pilot control of airport lighting is available on CTAF during hours of ATS Tower unmanned. The system consits of a 3-step control responsive to 7,5 and/or 3 microphone clicks. Lighting is illuminated for 15 minutes from most recent activation and can not be extinguished prior to the end of the 15-minute period

AERODROME LIGHTING

RWY12: High Intensity Approach Lights - SSALS
Green LED Threshold Lights
PAPI: 3°24' (right side of Runway: 4-box type)

Runway Aiming Point not coincident with PAPI location and angle

Bi-directional white LED runway edge (amber/white last 1941ft), spaced 60m, 5 intensity levels

RWY30: CAT-I ALSF-I
Green LED Threshold Lights
PAPI: 3°24' (right side of Runway: 4-box type)
Bi-directional white LED runway edge (last 1941ft comprises amber/white for 1403ft and amber/red for 538ft) spaced 60m, 5 intensity levels

Red LED Runway End Lights

Bi-directional white LED runway centerline (red last 1000ft) spaced 30m, 5 intensity levels

Other: Runway Guard Lights
Rotating Beacon Green-White

CHANGES: CHART REDRAWN

INTENTIONALLY
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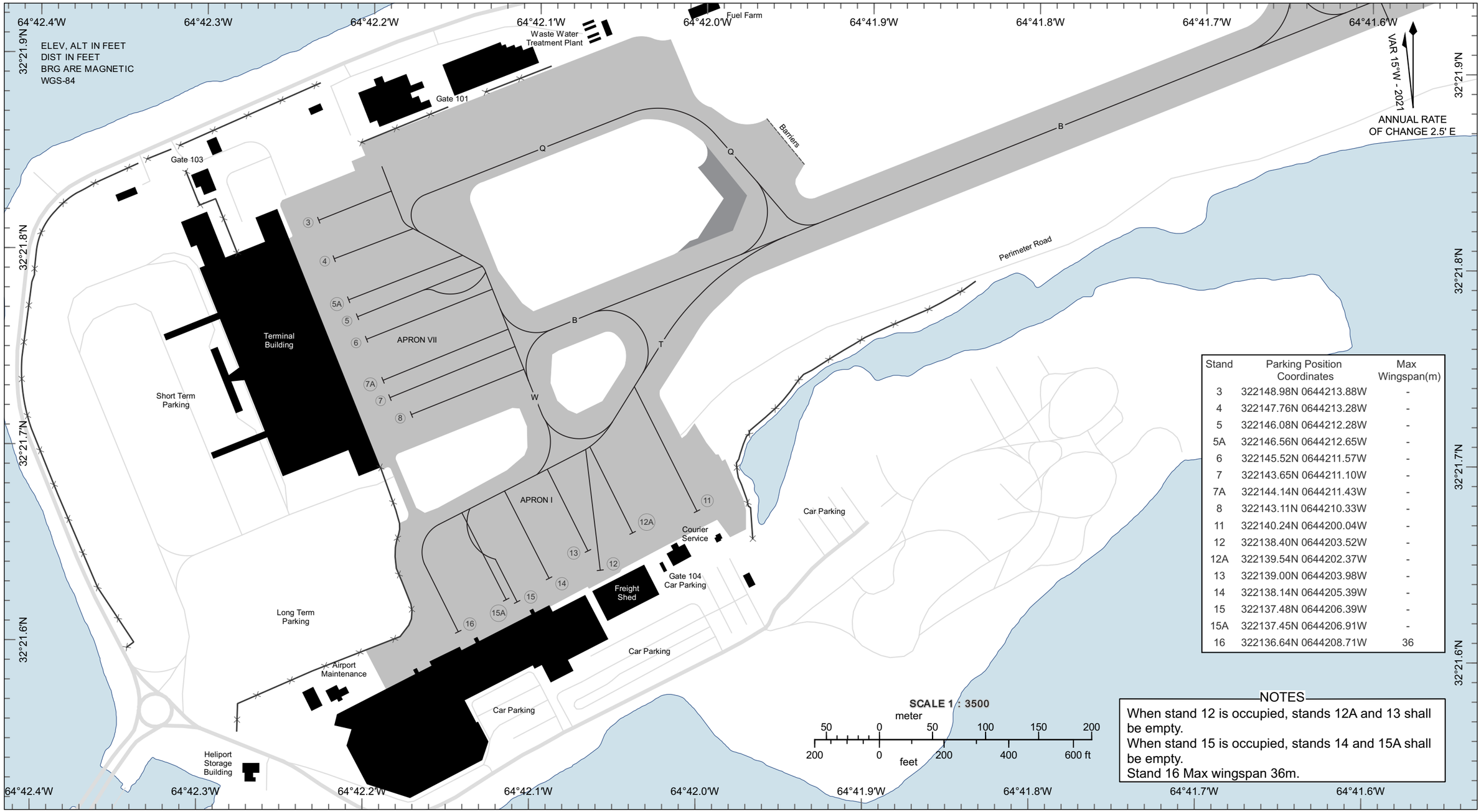
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON I & VII - PARKING DIAGRAM

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23



Stand	Parking Position Coordinates	Max Wingspan(m)
3	322148.98N 0644213.88W	-
4	322147.76N 0644213.28W	-
5	322146.08N 0644212.28W	-
5A	322146.56N 0644212.65W	-
6	322145.52N 0644211.57W	-
7	322143.65N 0644211.10W	-
7A	322144.14N 0644211.43W	-
8	322143.11N 0644210.33W	-
11	322140.24N 0644200.04W	-
12	322138.40N 0644203.52W	-
12A	322139.54N 0644202.37W	-
13	322139.00N 0644203.98W	-
14	322138.14N 0644205.39W	-
15	322137.48N 0644206.39W	-
15A	322137.45N 0644206.91W	-
16	322136.64N 0644208.71W	36

NOTES

When stand 12 is occupied, stands 12A and 13 shall be empty.
When stand 15 is occupied, stands 14 and 15A shall be empty.
Stand 16 Max wingspan 36m.

CHANGES: CHART REDRAWN

INTENTIONALLY
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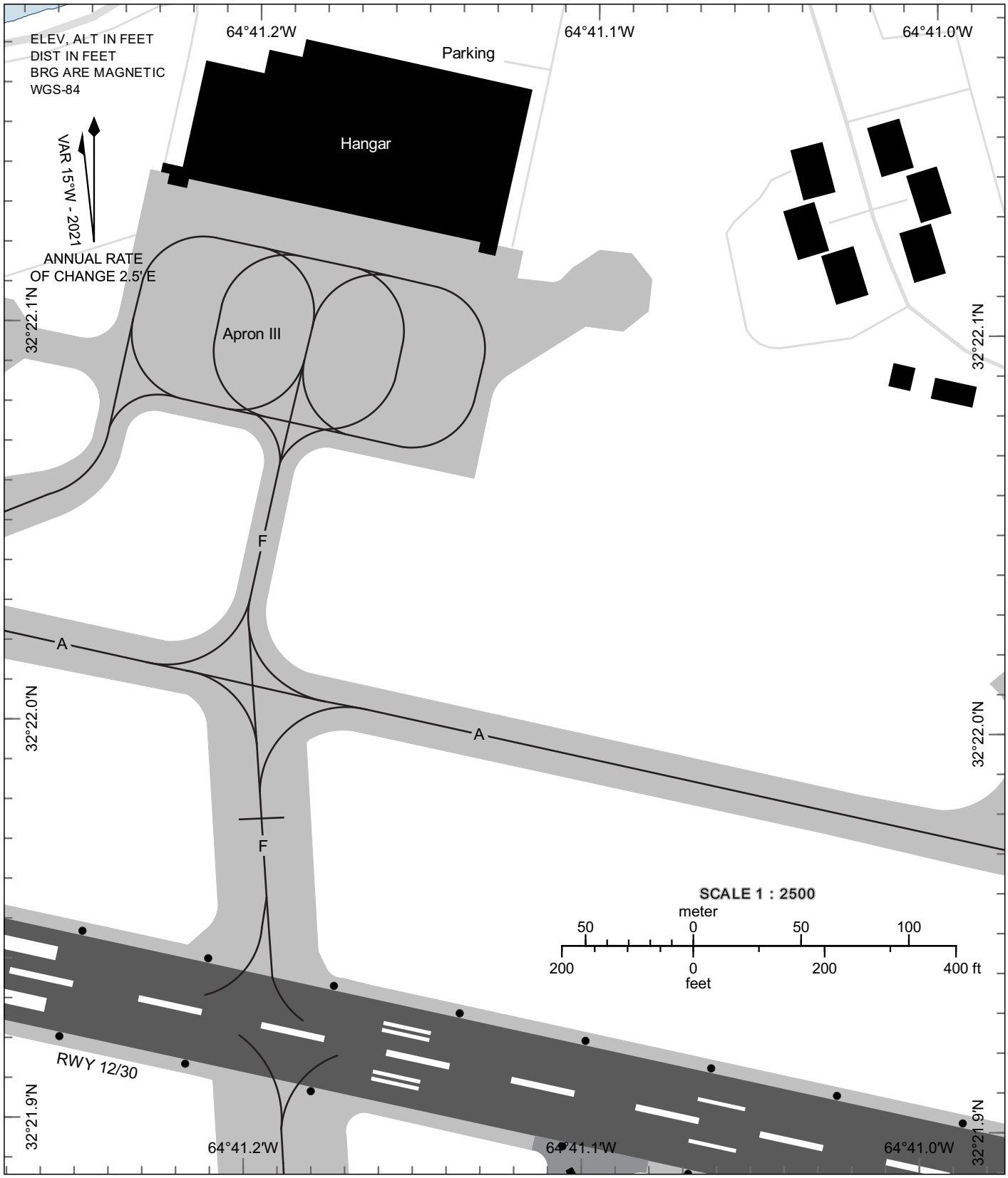
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON III

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23



CHANGES: CHART REDRAWN

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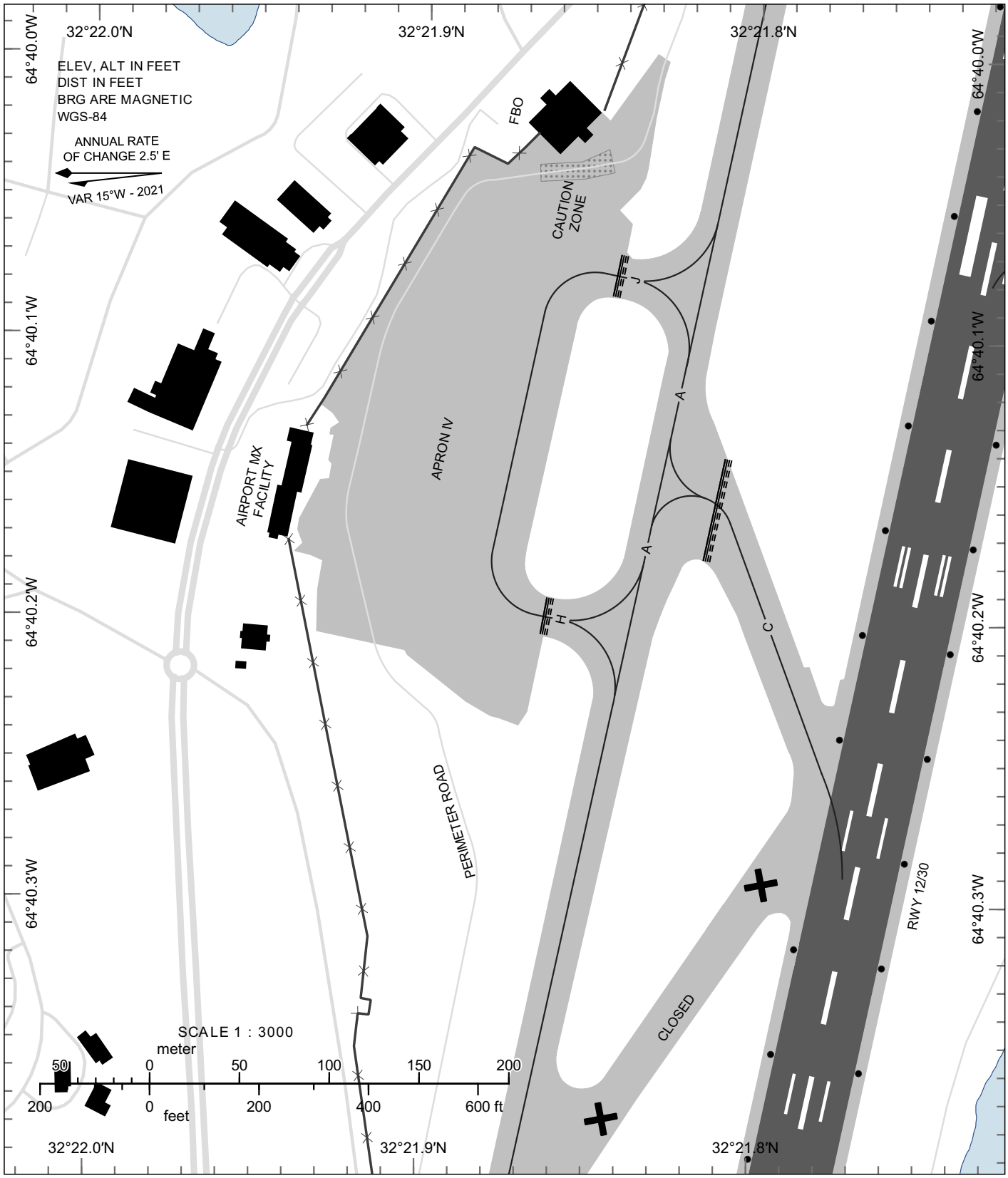
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON IV

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23



CHANGES: CHART REDRAWN

INTENTIONALLY
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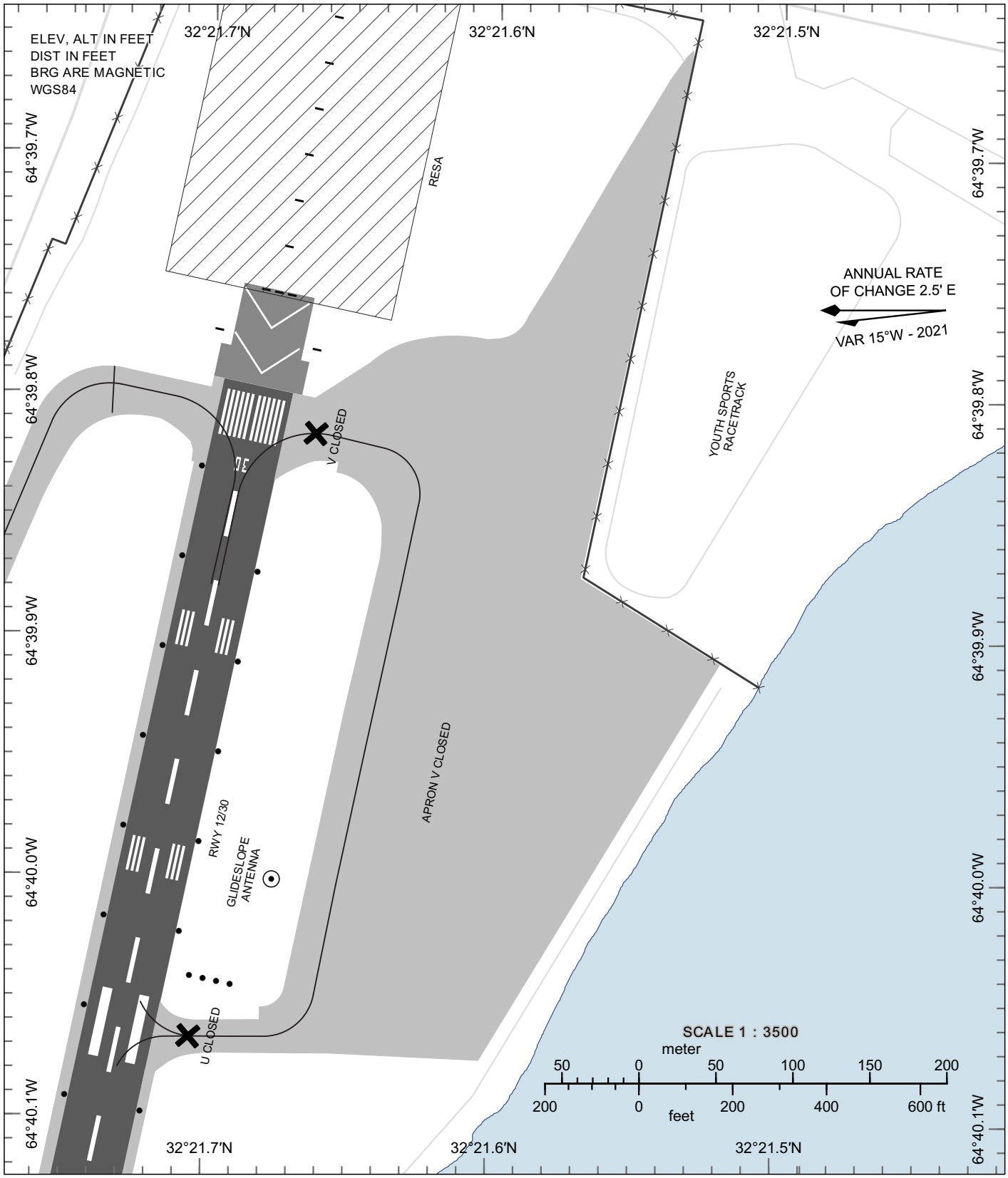
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON V - PARKING DIAGRAM

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23



CHANGES: CHART REDRAWN

INTENTIONALLY
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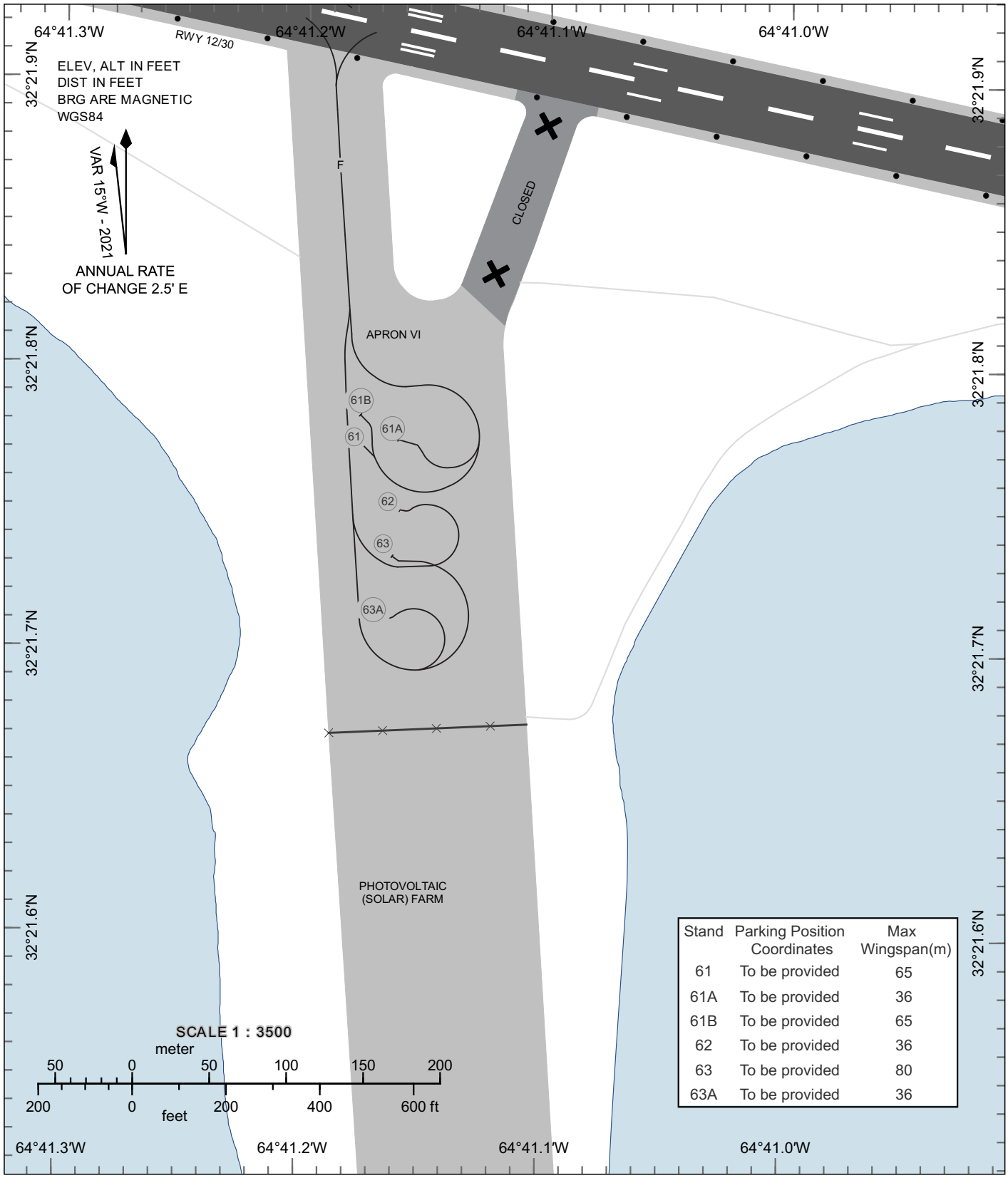
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON VI - PARKING DIAGRAM

BERMUDA TOWER	118.100 / 291.000
BERMUDA GROUND	124.500
CTAF	122.800
ATIS	119.600
NY CENTER CLNC DEL/APP	128.500 / 119.100

BERMUDA
L. F. Wade Intl Airport (TXKF)

AERO INFO DATE 30 NOV 23



Stand	Parking Position Coordinates	Max Wingspan(m)
61	To be provided	65
61A	To be provided	36
61B	To be provided	65
62	To be provided	36
63	To be provided	80
63A	To be provided	36

CHANGES: CHART REDRAWN

INTENTIONALLY
BLANK