PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

To all holders of the Bermuda Aeronautical Information Publication, Eighth Edition:

This edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with International Civil Aviation Organisation (ICAO) Standards and Recommended Practices (SARP) of Annex 15 to the Chicago Convention, and the guidance material in the Aerojeppnautical Information Service Manual (Doc 8126-AN/872).

This AIP contains aeronautical information of permanent nature and is kept up to date by means of amendment service. Aeronautical information of important operational significance, which is of a temporary nature, or requires advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of Notice To Airmen (NOTAM).

Aeronautical information of general technical interest of a purely administrative nature and therefore inappropriate to NOTAM or AIP will be published in Aeronautical Information Circulars (AIC).

Contact the following service to report errors or omissions in this document:

Post: Bermuda Airport Authority
Bldg 332 East
11 Waller's Point Road
St. George's DD03, Bermuda

Phone: 1.441.242.2004

Email: ais@airportauthority.bm

Specific points of contact may be obtained on the Internet at www.airportauthority.bm.

1. AERONAUTICAL AUTHORITY

The Bermuda Airport Authority is the publishing authority for this AIP.

2. AERODROME OPERATOR

Bermuda Skyport Corporation Limited is the L.F. Wade International Airport aerodrome operator.

3. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the SARP of Annex 15 to the Convention on International Civil Aviation and with the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and with the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO SARP are addressed in Section GEN 1-7.

4. THE AIP STRUCTURE AND AMENDMENT INTERVAL

4.1 The AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given at Section GEN 3.1. The principal AIP structure is shown in graphic form on Page GEN 0.1-3.

The AIP is made up of three parts, General (GEN), En Route (ENR), and Aerodrome (AD), each divided into sections and sub-sections as applicable, containing various types of information subjects.

PART 1 - GENERAL (GEN)

GEN.
Consists of five sections containing information briefly described hereafter.

- GEN 0.
  Preface; record of AIP amendments;

record of AIP Supplements;
checklist of AIP pages;
list of hand amendments to the AIP;
Table of Contents to Part 1.

- GEN 1. National Regulations and Requirements
  Designated authorities;
  entry, transit and departure of aircraft;
  entry, transit and departure of passengers and crew;
  entry, transit and departure of cargo;
  aircraft instruments, equipment and flight documents;
  summary of national regulations and international agreements/conventions;
  differences from ICAO SARP.

- GEN 2. Tables and Codes
  Measuring system, aircraft markings, holidays;
  abbreviations used in AIS publications;
  chart symbols; location indicators;
  list of radio navigation aids;
  conversion tables;
  sunrise/sunset tables.

- GEN 3. Services
  Aeronautical information services;
  aeronautical charts;
  air traffic services (ATS);
  communications services;
  meteorological services;
  search and rescue.

- GEN 4.
  Charges for aerodrome and air navigation services Aerodrome charges;
  air navigation service charges.

PART 2 – EN ROUTE (ENR)
ENR consists of seven sections containing information briefly described hereafter.

- ENR 0.
  Table of Contents to Part 2

- ENR 1. General Rules and Procedures
  General rules;
  visual flight rules;
  instrument flight rules;
  ATS airspace classification;
  holding, approach and departure procedures;
  radar services and procedures;
  altimeter setting procedures;
  regional supplementary procedures;
  air traffic flow management;
  flight planning;
  addressing of flight plan messages;
  interception of civil aircraft; unlawful interference;
  air traffic incidents.

- ENR 2. Air Traffic Services Airspace
  Flight Information Region (FIR), Upper Flight Information Region (UIR), Terminal Control Area (TMA);
  other regulated airspace.

- ENR 3. ATS Routes
  Lower ATS routes;
  upper ATS routes;

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.

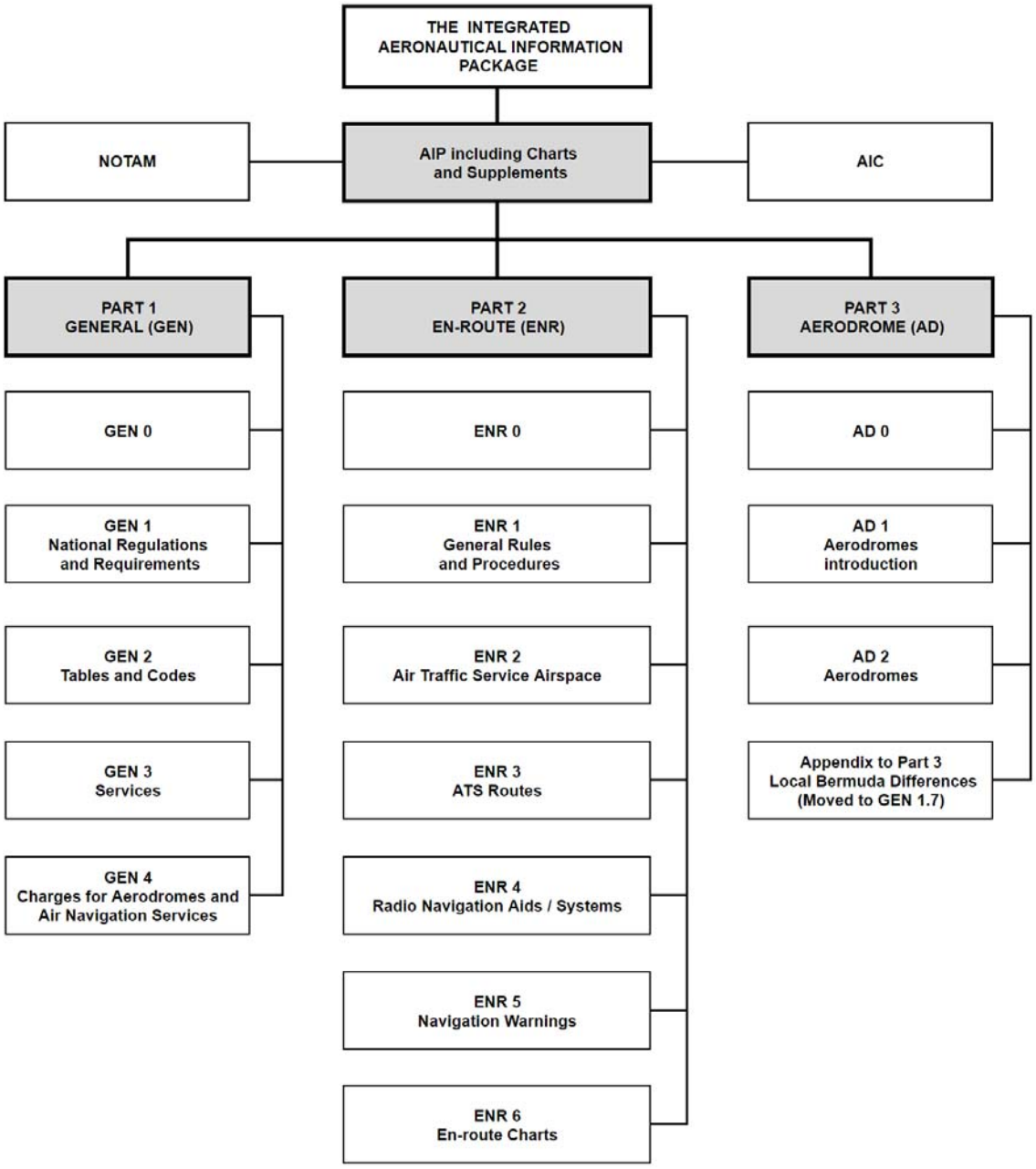
- APPENDIX to Part 3 - Local Bermuda Differences.
  Variations from ICAO Standards, Recommended Practices and Procedures
  Selected Bermuda variations to Annexes to DOC 7300 – Convention on International Civil Aviation.

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
AIC
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROME (AD)
GEN 0
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GEN 4 Charges for Aerodromes and Air Navigation Services
ENR 0
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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	
001/2007		10 MAY 2007	
002/2007		20 DEC 2007	
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003/2014		16 OCT 2014	
001/2015		28 MAY 2015	
002/2015		10 DEC 2015	
001/2016		26 MAY 2016	
001/2017		02 MAR 2017	
002/2017		27 APR 2017	
003/2017		17 AUG 2017	
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001/2020		02 JAN 2020	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NIL - No effective supplements

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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
AD-2 TXKF AOC - 2	24 MAR 2022	AD-2 TXKF IAC RNAV GNSS RWY30 - 2	27 APR 2017
AD-2 TXKF SID-RWY12N - 1	26 APR 2018	AD-2 TXKF IAC VOR Y RWY12 - 1	27 APR 2017
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AD-2 TXKF SID-RWY12S - 2	26 APR 2018	AD-2 TXKF IAC VOR RWY30 - 2	27 APR 2017
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GEN 0.5 LIST OF HAND AMENDMENTS

AIP Page(s) Affected	Amendment Text	Introduced by AIP Amendment Number

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GEN 0.6 TABLE OF CONTENTS TO PART 1 (GEN)

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The designated authorities for civil aviation in Bermuda are listed below together with their addresses.

Note: L.F. Wade International Airport, Bermuda hours of operations are 0700-2300 local time.
Arrival PPR between 2300-0700 local time.
Departure PPR between 2200-0700 local time.
Bermuda does not use telexes.

1. CIVIL AVIATION

Postal Address:	Director General Bermuda Civil Aviation Authority P.O. Box GE 218 St. George's GE BX Bermuda
Telephone:	1.441.293.1640
Telefax	1.441.293.2417
AFTN / AIS-R	TXKFYAYX
Internet	www.bcaa.bm

2. NOTAM SERVICES

Postal Address:	Bermuda Weather Service P.O. Box GE 28 St. George's GE BX Bermuda
Telephone:	1.441.293.5067 Extension 403
Telefax	1.441.293.6658
AFTN / AIS-R	TXKFYNYX

3. METEOROLOGY

Postal Address:	Bermuda Weather Service P.O. Box GE 28 St. George's GE BX Bermuda
Forecaster Telephone:	1.441.293.5067 Extension 402
Observer Telephone:	1.441.293.5067 Extension 403
Telefax	1.441.293.6658
Satellite Telephone:	011.8816.31452873 (required for emergency events)
AFTN / AIS-R	TXKFYMYX
Email	contact@weather.bm
Internet	www.weather.bm www.weather.bm/aviation

4. AIRPORT AUTHORITY

Postal Address:	Bermuda Airport Authority Building 332 East 11 Waller's Point Road St. George's DD03 Bermuda
Telephone:	1.441.242.2004
AFTN / AIS-R	TXKFDAOX
Email	ais@airportauthority.bm
Internet	www.airportauthority.bm

5. AERODROME OPERATIONS

Postal Address:	Bermuda Skyport Corporation Limited 2 Kindley Field Road St. George's DD03 Bermuda
Telephone:	1.441.444.4400
Airport Duty Officer:	1.441.444.4444
Internet	www.bermudaairport.com

6. CUSTOMS

Postal Address:	Collector of Customs H.M. Customs P.O. Box HM 2084 Hamilton HM HX Bermuda
Telephone:	1.441.293.4020 or 1.441.293.2424
Telefax	1.441.293.1418
Internet	www.gov.bm/department/customs

7. IMMIGRATION

Postal Address:	Chief Immigration Officer Department of Immigration P.O. Box HM 1364 Hamilton HM FX Bermuda
Telephone:	1.441.293.2542
Telefax	1.441.293.3151
Internet	www.gov.bm/department/immigration

8. HEALTH

Postal Address:	Chief Medical Officer Department of Health Old Hospital Building 7 Point Finger Road Paget, Bermuda
Telephone:	1.441.278.4976 or 1.441.232-1941
Telefax	1.441.236.3971
Internet	www.gov.bm/department/health

9. AGRICULTURAL QUARANTINE

Postal Address:	Director Department of Agriculture, Fisheries and Parks P.O. Box HM 834 Hamilton HM CX Bermuda
Telephone:	1.441.236.4201
Telefax	1.441.236.7582
Internet	www.gov.bm/department/environment-and-natural-resources

10. AIRCRAFT ACCIDENT INVESTIGATION

In Bermuda, the Governor has made Civil Aviation (Investigation of Air Accidents and Incidents) Regulations under Section 75 to the Civil Aviation Act 1982, as extended to the Overseas Territories by an Order in Council.

These Regulations are applied in Bermuda in order to implement and give effect to the Standards and Recommended Practices contained in Annex 13 to the Convention on International Civil Aviation 1944 (the Chicago Convention).

The Air Accidents Investigation Branch (AAIB) is the accident investigation authority for Bermuda for the purpose of carrying out investigations into accidents and serious incidents to which these Regulations apply. The Regulations may be accessed from:
https://www.bcaa.bm/sites/default/files/Web%20Docs/Flight%20Ops/PUB_OPS_Bermuda_CivilAviation(Investigation%20of%20Air%20Accidents%20and%20Incidents)Regulations2018.pdf

11. EN-ROUTE AND AERODROME CHARGES

See information for Bermuda Airport Authority.

12. DIPLOMATIC CLEARANCES

Postal Address:	The Deputy Governor Deputy Governor's Office Government House 11 Langton Hill Pembroke HM 13 Bermuda
Telephone:	1.441.292.3600
Telefax	1.441.295.3823

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

1.1 Flight in Bermuda airspace shall be conducted in accordance with United Kingdom Statutory Instrument 2001 No. 2128: The Air Navigation (Overseas Territories) Order 2013, as amended.

1.2 All operators of commercial air transport, be it under an AOC or FAR Parts 121 or 135, shall only utilise flight crew who are in conformity with the ICAO Annex 1 standard, namely that the operating pilots must not have attained, or exceeded, the age of 65 years on the date of the flight to Bermuda (TXKF).

1.3 The Bermuda Civil Aviation Authority charges for the issuance of foreign operator permissions applicable to all visiting FAR 135, FAR 91K and non-scheduled air operations certificate operators into Bermuda. The charges are: single flight permit $500USD; six months unlimited visits for a single aircraft $2000USD; six months unlimited visits for up to ten declared aircraft $5000USD; for an amendment to a single listed aircraft (aircraft change) $250USD. All payments are to be made online via www.bcaa.bm and payment reference number submitted with the application form.

2. SCHEDULED FLIGHTS

2.1 Military Aircraft

a. All military flights must obtain slot time approval from the Aerodrome Operator.

b. Diplomatic Clearances
Military aircraft belonging to countries deemed “friendly” or part of the NATO alliance do not require diplomatic clearance to overfly or operate into Bermuda.

c. The United Nations classification of dangerous goods and munitions of war carried on any military aircraft must be declared to the Aerodrome Operator. For detailed information refer to GEN 1-4.

2.2 Commercial Aircraft

a. Commercial aircraft registered in countries that are contracting states to ICAO do not require prior permission from the Aerodrome Operator for overflying or landing in Bermuda. Prior permission from the Aerodrome Operator should be requested for aircraft flying ETOPs via Bermuda. Notification must be given to the Aerodrome Operator.
In addition, TXKF has not been evaluated to serve as an A380 alternate and no services are available. A380 landings are limited to emergency use only.

b. Commercial aircraft registered in countries that are not contracting states to ICAO must request diplomatic clearance from the Deputy Governor (address listed in GEN 1.1) for overflight of, or operations into, Bermuda at least seven (7) calendar days in advance of the planned flight.

3. NON-SCHEDULED FLIGHTS

Any request for take-off between 2200-0700 local time and/or landing between 2300-0700 local time must submit the proper PPR 24 hours prior to the planned day of flight.

3.1 Reference 1.6.1 – 1.13 ICAO Annex Part 2, 7th Edition Effective 18 Nov 2010 (Non-Commercial Transport). See Bermuda Civil Aviation website www.bcaa.bm for clarification/wording Annex 6, Part 2.

3.2 Non-scheduled commercial flight operators, for hire or reward with either passengers or cargo to or from Bermuda, shall submit a Flight Permit Application to the Director General Bermuda Civil Aviation Authority and obtain a non-scheduled flight permit. The Flight Permit Application form is available on the Internet (see address in Section GEN 1.1, Paragraph 1).

3.3 Notification of intent should be submitted to the Aerodrome Operator as soon as possible for transient flights requesting landing and requiring only technical services. The Aerodrome Operator may refuse permission for a technical landing if it appears that normal scheduled services cannot be properly accommodated.

4. PRIVATE FLIGHTS

Any request for take-off and or landing between the hours of 2300 and 0700 local time must submit the proper PPR 24 hours prior to the planned day of the flight.

4.1 Private aircraft do not require prior permission from the Aerodrome Operator for over flying or landing in Bermuda. However, private aircraft operators are strongly encouraged to notify the Aerodrome Operator prior to commencing flight to Bermuda and to include the department in the associated departure plan message.

4.2 Reference 1.6.1 – 1.13 ICAO Annex Part 2, 7th Edition Effective 18 Nov 2010 (Non-Commercial

Transport). See Bermuda Civil Aviation website www.bcaa.bm for clarification/wording Annex 6, Part 2.

4.3 All flights at or above FL180 within New York Oceanic Control Area must be conducted in accordance with Instrument Flight Rules (IFR). Flight plan submission is mandatory.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 No public health measures are required to be carried out with respect to aircraft entering Bermuda.

5.2 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

6. OVERFLYING OF RUSSIAN AIRCRAFT PROHIBITED

6.1 An airspace restriction issued by the Bermuda Civil Aviation Authority whereby no aircraft which is owned, chartered or operated by a person connected with Russia, or which is registered in Russia shall fly in Bermuda airspace, including in the airspace above the territorial sea. This regulation does not apply to any aircraft flying in accordance with permission from the UK Secretary of State for Transport.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. IMMIGRATION REQUIREMENTS

1.1 The entry, transit and departure requirements for passengers and crew are in general accordance with ICAO Annex 9 - Facilitation - and Supplement to Annex 9, as amended, under the United Kingdom.

1.2 Passports are the preferred document for entry into Bermuda and are required of all visitors from countries that require a passport for re-entry purposes or for entry through another country to which the passenger has right of entry.

1.3 A return or onward ticket, or other proof of onward transportation to a country to which the passenger has right of entry, is required of all visitors.

1.4 Passengers arriving without a return ticket or on a one-way ticket into Bermuda will not be admitted unless prior Bermuda Immigration authorization has been given.

1.5 People wishing to enter Bermuda for the purpose of residence, employment or for an indefinite period will not be permitted to land unless they have prior authorization from Bermuda Immigration authorities to do so.

1.6 All travellers must carry with them proof of citizenship and personal identification (including photo ID) relevant to a return to their own country or for re-entry through another foreign country, as required by Bermuda Immigration authorities. This applies to adults and children travelling alone or with their parents.

2. PUBLIC HEALTH REQUIREMENTS

2.1 Disembarking passengers are not required to present vaccination certificates.

2.2 No health formalities are required for departure.

2.3 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

2.4 Diversions where passengers or crew exhibit infectious symptoms or fever should not be considered unless life threatening, as Bermuda Airport (TXKF) has limited medical quarantine and/ or isolation capabilities.

3. PRE-CLEARANCE DEPARTURE PROVISIONS

3.1 Pre-clearance departure provisions of the United States Customs Service and United States Immigration Service are established for passengers and crew of all scheduled civil aircraft departing Bermuda for United States airports.

3.2 Pre-clearance departure provisions to the United States are not normally available to non-scheduled carriers or private operators unless prior action has been taken to fulfil the requirements of each Service. Submit applications for authorisation to use these provisions to:

U.S. Department of Justice
Immigration and Naturalization Services
(Travel Control)
Federal Building
Burlington, VT 05042

Telephone: 1.802.951.5037

Telefax 1.802.660.1175

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS

1.1 All articles being imported or exported are subject to inspection by Customs and/or the relevant statutory authority (e.g. the Police or other Government Departments).

1.2 Bona fide visitors to Bermuda may bring in with them duty free their own personal clothing and effects. This may include such personal items as sports equipment, cameras, hair dryers, portable TVs or radios, laptop and tablet computers, etc. provided these items accompany the visitor when they depart the Island.

1.3 Permits must be issued by the Department of Environmental Protection to import all animals (including household pets) in advance of the animal's arrival. Each animal must be accompanied by a general health certificate issued by a licensed veterinarian within the ten days prior to its arrival in Bermuda. A course of parvovirus inoculations is recommended but is not mandatory.

1.4 An outbound cargo manifest is required to show the value in BD$ of goods being exported.

2. AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 Live plants are prohibited unless the Department of Environmental Protection has issued a permit in advance.

2.2 All plants being imported for propagation purposes must be accompanied by plant health documents, and will be inspected by the Plant Protection Laboratory in Bermuda to ensure freedom from pests and diseases.

3. PROHIBITED AND RESTRICTED GOODS

3.1 The list of prohibited and restricted goods is extensive and may be obtained from Customs.

3.2 All drugs and medication for the personal use of a visitor, prescribed by that person’s own doctor and which accompanies the visitor travelling to Bermuda, must be declared to a Customs officer upon arrival. Supplies should be sufficient only for the duration of the visitor’s stay. Note: Visitors already in Bermuda are not permitted to have their prescribed drugs and medication mailed to them.

3.3 Illicit drugs of any kind are strictly prohibited. The importation of, possession of, or dealing with unlawful drugs (including marijuana) is an offence.

3.4 Firearms of all kinds are restricted.

3.5 Bermuda requires that the transportation of all classes of dangerous goods is conducted in accordance with instructions contained in the “Technical Instructions for the Safe Transport of Dangerous Goods by Air” (ICAO Doc 9284-AN/ 905) and in accordance with the Air Navigation (Overseas Territories) Order 2013 as amended, Article 110 and the Acceptable Means of Compliance found in Overseas Territories Aviation Requirements (OTAR) Part 92.

Weapons and Munitions of War can only be transported by the granting of a Governor’s Approval in accordance with the Air Navigation (Overseas Territories) Order 2013 as amended, Article 107, 108 and 109. Applications for consideration are to be submitted to the Bermuda Civil Aviation Authority 15 days prior to the requested flight.

Items classified as FORBIDDEN for carriage on either Passenger or Cargo aircraft will only be accepted in cases of Extreme Urgency and require an Exemption to the Instructions granted by the Governor.

In the event of an accident/incident involving dangerous goods, the operator is required to adhere to the reporting procedures contained within ICAO Doc 9481 (The Red Book).

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.1 Instruments

An aircraft shall not operate in Bermuda airspace, except under emergency conditions, unless it is equipped with functioning instrument systems in compliance with the certification requirements of the country in which it is registered.

1.2 Equipment

a. All aircraft other than gliders, when operating in controlled airspace, shall be equipped with radio navigation equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions.

b. All aircraft other than gliders, when flying under Instrument Flight Rules in controlled airspace, shall be equipped with:

1. Radio navigation equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions.

2. Secondary surveillance radar equipment, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions.

3. Radio and navigation equipment capable of enabling the aircraft to be navigated along the intended route, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions, including:

i. Automatic direction finding equipment,

ii. Distance measuring equipment, unless the aircraft is a non-public transport flying in Class D or Class E airspace; and

iii. VHF omni-range equipment,

iv. GNSS capable.

4. Effective 1st April 2022 all visiting aircraft must be equipped with ACAS II (TCAS II version 7.1) in accordance with ICAO Annex 6 part 1 and 2 standards.
See notice details www.bcaa.bm.

1.3 Flight Documents

a. An aircraft shall not fly in Bermuda airspace unless it carries the documents that it is required to carry under the law of the country in which it is registered. If the flight is intended to begin, remain within, and end in Bermuda, the documents may be kept at the aerodrome instead of being carried in the aircraft.

b. The commander of an aircraft shall, within a reasonable period after being requested to do so by an authorised person, cause to be produced to that person:

1. The certificates of registration and airworthiness in force in respect to the aircraft,

2. The licenses of its flight crew; and

3. Such other documents as the aircraft is required to carry when in flight under the law of the country in which it is registered.

2. EMERGENCY LOCATOR TRANSMITTER (ELT)

2.1 Aircraft conducting long-range over-water flights must be equipped with at least two ELTs, one of which shall be automatic, when the flight distance away from land suitable for making an emergency landing corresponds to more than:

a. 120 minutes at cruising speed or 740 kilometres (400 nautical miles), which ever is lesser, for aircraft having two or more engines, or

b. 30 minutes at cruising speed or 185 kilometres (100 nautical miles), which ever is lesser, for all other aircraft.

3. F.A.A. COMMUNICATIONS AND NAVIGATION REQUIREMENTS ON FLIGHTS TO BERMUDA

	PART 91	PART 135
Communication	2 x HF; or 1 x HF plus 2 x VHF and LOA (RVSM)	2 x HF (or 1 x HF with SATCOM as standby system) and OPS Spec ~ B45 (Single HF) WATRS = 1x HF
Navigation	2 x Long Range Navigation System (IRS or GNSS); or 1 x LRN in WATRS Oceanic Checklist	2 x Long Range Navigation System (IRS or GNSS) and a OPS Spec ~ B54 Oceanic Checklist
Fuel	Trip + 45 min holding + alternate; or Trip + 45 min holding + zero alternate (if weather is VMC at destination)	Trip + 2 hrs holding; or Trip + 45 min holding + alternate

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/ CONVENTIONS

1. NATIONAL REGULATIONS

Note: all applicable regulation subject to periodic amendment as required.

1.1 The Air Navigation (Overseas Territories) Order 2013, as amended.

1.2 The Air Navigation (Fees for Certificates and Services) Regulations 2005

1.3 The Civil Aviation (Investigation of Air Accidents & Incidents) Regulations 2001

1.4 The Mortgaging of Aircraft and Aircraft Engines (Fees) Regulations 1999

1.5 The Bermuda Air Terminal (Fees) Regulations 1952

1.6 The Bermuda Airport Regulations 1959 and Amendments

1.7 The Civil Aviation (Licensing of Air Transport and Commercial Flying) Act 1950

1.8 The Air Transport (Licensing) Regulations 1950

1.9 The Bermuda Civil Airports Act 1949

1.10 Air Navigation (Investigation of Accidents) Regulations 1948

1.11 Civil Aviation (Air Transport Licensing) Act 2007

1.12 Civil Aviation (Air Transport Licensing) Regulations 2007

1.13 ICAO Annex 6 Part 2, 7th Edition effective 18th November 2010 (non-commercial air transport only).

1.14 The Bermuda Airport Authority Act 2017.

2. INTERNATIONAL AGREEMENTS/ CONVENTIONS

2.1 Bermuda is not a contracting State with ICAO. Bermuda is subject to international agreements and conventions affecting air navigation ratified by the United Kingdom.

2.2 Air navigation within the New York Oceanic Control Area, in which Bermuda is located, is governed by UK Overseas Territories regulations and is cognizant of FAA regulations with respect to the surrounding airspace.

2.3 The FAA's New York Air Route Traffic Control Center (NY ARTCC) provides area and approach control service for Bermuda.

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. DIFFERENCES

1.1 Bermuda is not a contracting State with ICAO.
Differences from ICAO standards, recommended practices and procedures are disseminated for Bermuda by the United Kingdom.

1.2 Significant differences from ICAO Annexes:

Annex	Standard/Recommended practice	Details of difference
Annex 1		No significant difference
Annex 2 Chapter 3 3.2.3.1	Standard	Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders.
Annex 2 Chapter 4 4.6	Standard	**Low flying prohibitions** Rule 5. 1. Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6. 2. If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions. 3. The low flying prohibitions are as follows: a. Engine failure An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure. b. The 500 feet rule Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure. c. The 1,000 feet rule Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft. d. The land clear rule An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure. e. Flying over open air assemblies Except with the written permission of the Governor, an aircraft must not fly over an organised open-air assembly of more than 1,000 persons below whichever is the higher of the following heights: i. 1,000 feet; or ii. such height as would permit the aircraft to land clear of the assembly in the event of an engine failure. f. Landing and taking off near open air assemblies An aircraft must not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except—: i. at an aerodrome, in accordance with procedures notified by the Governor; or ii. at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of the organiser of the assembly.

Annex	Standard/Recommended practice	Details of difference
Annex 2 Chapter 4 4.6	Standard	**Exemptions from the low flying prohibitions** Rule 6. The exemptions from the low flying prohibitions are as follows—: a. Landing and taking off i. An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of: 1. taking off from, landing at or practising approaches to landing at; or 2. checking navigational aids or procedures at, a certificated or notified aerodrome. ii. An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or airtaxiing. b. Captive balloons and kites None of the low flying prohibitions apply to any captive balloon or kite. c. Special VFR flight and notified routes i. Subject to paragraph (ii), an aircraft is exempt from the 1,000 feet rule when: 1. it is flying on a special VFR flight; or 2. it is operating in accordance with the procedures notified for the route being flown. ii. Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome. d. Balloons and helicopters over congested areas i. A balloon is exempt from the 1,000 feet rule if it is landing because it is becalmed. ii. Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule. e. Police air operator's certificate An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from the 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies. f. Flying displays etc. An aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event. g. Glider hill-soaring A glider is exempt from the 500 feet rule if it is hill-soaring. h. Picking up and dropping at an aerodrome An aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule. i. Manoeuvring helicopters i. Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites. ii. When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site. j. Dropping articles with the permission of the Governor An aircraft is exempt from the 500 feet rule if it is flying in accordance with: i. article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or ii. an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.
Chapter 5 5.1.2	Standard	See entry for Chapter 4, 4.6
Annex 3		No significant difference
Annex 4		No significant difference
Annex 5		No significant difference
Annex 6		No significant difference
Annex 7		No significant difference
Annex 8		No significant difference
Annex 10		No significant difference
Annex 11		No significant difference
Annex 12		No significant difference
Annex 13		No significant difference
Annex 14		No significant difference
Annex 15		No significant difference

Annex	Standard/Recommended practice	Details of difference
Annex 16		No significant difference
Annex 18		No significant difference
Annex 19		No significant difference

2. LOCAL BERMUDA DIFFERENCES

Article I. – VARIATIONS FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

2.1 ANNEX 1 – PERSONNEL LICENSING, Eleventh Edition:

NIL

2.2 ANNEX 2 – RULES OF THE AIR, Tenth Edition:

VFR at night not permitted.

1.4 Prevailing Visibility: The greatest horizontal visibility which is equalled or exceeded throughout half of the horizon circle. It need not be a continuous half. In the case of rapidly varying conditions, it is the average of the prevailing visibility while the observation is being taken.

2.3 ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, Seventeenth Edition:

PART I – Core SARPS

2.2.3 The Bermuda Weather Service is operated on a quality system that follows ISO 9000 standards but is not certified at present. However, the United Kingdom Met Office, at the request of the Meteorological Authority, carries out regular external audits (in accordance with Paragraph 2.2).

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

6.3.2 No TREND forecasts are issued. If required, landing forecasts are provided by the TAF.

PART II – Appendices and Attachments

Appendix 3

2.2 The term CAVOK is not used.

2.3.2 a) SPECI issued when the mean surface wind direction has changed by 45 degrees or more from that given in the last report, the mean speed before and/ or after the change being 10 knots or more.

2.3.3 a) No SPECI are issued for changes in wind that would require a change of runway in use.

4.2.4.2 The visibility provided in local routine and special reports for ATC will be consistent with that used in METAR and SPECI reports.

4.4.2.3 Except for VA, obscuration shall only be reported when the visibility is reported as less than 10 kilometres. For BR to be reported, the prevailing visibility shall be less than 10 kilometres but greater than or equal to 1 kilometre, and the relative humidity is equal to or greater than 90%. HZ is reported when the prevailing visibility is less than 10 kilometres and the conditions for BR are not met.

4.5.4.1 The height of cloud bases is reported up to 30,000 ft.

4.5.4.3 d) If there is a complete absence of clouds, SKC (Sky Clear) is used.

4.8.1.1 No recent weather is currently reported in the METAR or SPECI.

4.8.1.4 No wind shear is currently observed locally or reported in the METAR or SPECI.

4.8.1.5 Sea-surface temperature, Sea state and runway state are not reported in the METAR or SPECI at TXKF.

Appendix 5

1.2.2 The term CAVOK is not used.

1.2.3 The proximity qualifier VC shall be used to indicate forecast weather phenomena between 8 and 16 kilometres of the aerodrome.

1.2.4 The term CAVOK is not used. Cloud type TCU is not used in forecast cloud, only CB.

1.3.2 a) The criteria used for changes in wind direction is a change in the mean surface wind direction by 45 degrees or more, the mean speed before and/or after the change being 10 knots or more.

1.3.2 d) (1)No specific criteria are established for changes in wind that would require a change of runway in use.

2. TREND forecasts are not issued.

3. Forecasts for take-off are not issued.

4. Table A5-1 Cloud type TCU is not used in forecast cloud, only CB.

Appendix 6

5.1.3 Tropical cyclone and tsunami warnings are provided in a format agreed with the Government of Bermuda.

2.4 ANNEX 4 – AERONAUTICAL CHARTS, Eleventh Edition:

NIL

2.5 ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, Fifth Edition:

NIL

2.6 ANNEX 6 – OPERATION OF AIRCRAFT

PART I - International Commercial Air Transport - Aeroplanes, Ninth Edition:

NIL

PART II – International General Aviation Aeroplanes, Seventh Edition:

NIL

PART III – International Operations Helicopters, Seventh Edition:

Section 1.01 NIL

2.7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, Sixth Edition:

Section 1.02 NIL

2.8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, Eleventh Edition:

NIL

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 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING, AND HOLIDAYS

1. UNITS OF MEASUREMENT

1.1 TABLE GEN 2.1.1 contains the units of measurement used by aeronautical stations within Bermuda.

TABLE GEN 2.1.1 Units of Measurement Used in Bermuda

Distances used for navigation, position reports,etc.	Meters *
Distances relating to an aerodrome, such as runway length	Feet
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed, including wind speed	Knots
Vertical Speed	Feet per Minute
Wind direction broadcast by ATC prior to landing and take-off	Degrees Magnetic***
Wind direction, except ATC-broadcast wind direction prior to landing and take-off	Degrees True
Visibility	Meters
Visibility (RVR)	Meters
Altimeter Setting	Millibars and Hectopascals **
Temperature	Degrees Celsius
Weight	Kilograms (KG) - pounds on request
Date/Time	Year, month, day, hour and minute. The 24-hour day begins at midnight Coordinated Universal Time (UTC).

* Meters (conversion formula: 1000 metres = 0.54 nautical mile).
** Altimeter provided in Inches of mercury upon request.
*** Provided as degrees true in ATIS broadcast.

2. TIME SYSTEM

2.1 All times shown within this AIP are expressed in UTC unless otherwise noted.

2.2 Bermuda air traffic control and communication services use UTC.

2.3 The nearest full minute is used when reporting time. For example, "11:25:31" is reported as "1126".

2.4 Four hours must be subtracted from UTC (UTC -4) to obtain the local time (Atlantic Standard Time) from the first Sunday in November to the second Sunday in March.

2.5 Three hours must be subtracted from UTC (UTC-3) to obtain the local time (Atlantic Daylight Saving Time) from the second Sunday in March until the first Sunday in November.

3. GEODETIC REFERENCE DATUM

3.1 The World Geodetic Survey of 1984 (WGS-84) is the authorised geodetic reference datum in Bermuda. Geographical coordinates indicating latitude and longitude are expressed in terms of WGS-84. The application of WGS-84 is by survey or mathematical conversion of coordinates.
Coordinates are published accompanied by an asterisk to indicate information of low integrity when data was transformed mathematically into WGS-84 coordinates.

3.2 Accuracy

Coordinates are normally given to an accuracy of one-hundredth of one second of an arc, such that latitude is given with eight digits while longitude is given with nine digits. Coordinates are normally expressed in

degrees, minutes, seconds, and hundredths of seconds.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

4.1 The nationality mark for aircraft registration in Bermuda is "VP-B, VQ-B" followed by combination of two or more letters (for example: VP-BSL).

5. PUBLIC HOLIDAYS

5.1 TABLE GEN 2.1.5 contains the public holidays observed in Bermuda.

Table GEN 2.1.5 - Bermuda Public Holidays

Name	2023	2024
New Year's Day	2 January (as New Year's Day, 1 January falls on a Sunday)	01 January
Good Friday	7 April	29 March
Bermuda Day	26 May	24 May
National Heroes Day	19 June	17 June
Emancipation Day (First Day of Cup Match)	3 August	01 August
Mary Prince Day (Second Day of Cup Match)	4 August	02 August
Labour Day	4 September	02 September
Remembrance Day	13 November (as Remembrance Day, 11 November falls on a Saturday)	11 November
Christmas Day	25 December	25 December
Boxing Day	26 December	26 December

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

The abbreviations used in this AIP are generally in accordance with those listed in ICAO Document 8400, Procedures for Air Navigation Services, ICAO Abbreviations and Codes.

* Asterisks accompany non-ICAO abbreviations.

A

AD	Aerodrome
ADC	Aerodrome Chart
ADIZ	Air Defence Identification Zone
AFTN	Aeronautical Fixed Telecommunications Network
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Services
*ALSF	Approach Lighting System with Sequenced Flashing Lights
ALT	Altitude
AMDT	Amendment
AMSL	Above Mean Sea Level
AOC	Aerodrome Obstacle Chart
APDC	Aircraft Parking/Docking Chart
APR	April
*ARCAL	Aircraft Controlled Approach Lights
*ARFF	Aircraft Rescue and Fire Fighting
ARP	Aerodrome Reference Point
*ARTCC	Air Route Traffic Control Center
ASDA	Accelerate Stop Distance Available
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Service
AUG	August
AVGAS	Aviation Gasoline
AWOS	Automated Weather Observing Station

B

BAA	Bermuda Airport Authority
BCAA	Bermuda Civil Aviation Authority
BDA	Bermuda
*BFRS	Bermuda Fire and Rescue Service
BRG	Bearing

C

*CAA	Civil Aviation Authority
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CTA	Control Area
*CTAF	Common Traffic Advisory Frequency
CTR	Control Zone
CWY	Clearway

D

DEC	December
DME	Distance Measuring Equipment

E

ELEV	Elevation
ELT	Emergency Locator Transmitter
ENR	En-route
*EU-OPS	European Union Operations

F

FAA	Federal Aviation Administration
FAF	Final Approach Fix
FEB	February
FIR	Flight Information Region
FL	Flight Level
FT	Feet

G

GEN	General
GND	Ground
GNSS	Global Navigation Satellite System
GP	Glide Path
GPS	Global Positioning System
*GS	Glideslope

H

H24	Continuous day and night service
HDG	Heading
*HIRL	Bi-directional High Intensity White Runway Lights
HPA	Hectopascal

I

IAC	Instrument Approach Chart

IAF	Initial Approach Fix
ICAO	International Civil Aviation Organisation
IF	Intermediate Approach Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INOP	Inoperative
INTL	International

J

JAN	January
*JAR-OPS	Joint Aviation Requirements - Operations
JUL	July
JUN	June

K

KIAS	Knots Indicated Airspeed
KM	Kilometres
KTS	Knots
KG	Kilograms

L

L	
LAT	Latitude
LDA	Landing Distance Available
LGT	Light, Lighting
LMT	Local Mean Time
LNAV	Lateral Navigation
LOC	Localizer
LONG	Longitude

M

M	Metres
MAG	Magnetic
MAHF	Missed Approach Holding Fix
MAPT	Missed Approach Point
MAR	March
MAX	Maximum
MAY	May
MB	Millibars
MEA	Minimum En-route Altitude
MEHT	Minimum Eye Height over Threshold
METAR	Aerodrome Routine Meteorological Report
MHZ	Megahertz
MIN	Minute
*MIRL	Medium Intensity Runway Edge Lights
MNM	Minimum
MSA	Minimum Sector Altitude
MSL	Mean Sea Level

N

NIL	None or I have nothing to sent to you
NM	Nautical Miles
NOTAM	Notice To Airmen
NOV	November
NY	ARTCC New York Air Route Traffic Control Center

O

OCA	Oceanic Control Area
OCA	Obstacle Clearance Altitude
OCH	Obstacle Clearance Height
OCT	October
OFZ	Obstacle Free Zone
*OTAR	Overseas Territories Aviation Requirements

P

PAN-RAC	Procedures for Air Navigation Services Rules of the Air and Air Traffic Services
PAPI	Precision Approach Path Indicator
PCN	Pavement Classification Number
PIB	Preflight Information Bulletin
PPR	Prior Permission Required

Q

QFE	Atmospheric Pressure at Aerodrome Elevation
*QNE	Altimeter Setting 29.92'' Hg or 1013.2 Mb
QNH	Altimeter subscale setting to obtain elevation when on the ground

R

RDH	Reference Datum Height
RESA	Runway End Safety Area
RNAV	Area Navigation
RNP	Required Navigation Performance
RVR	Runway Visual Range
RWY	Runway

S

SAR	Search and Rescue
SARPS	Standards and Recommended

	Practices
SEC	Second
SECT	Sector
SEP	September
SFC	Surface
SIGMET	Information concerning en route weather phenomena which may affect the safety of aircraft operations
*SM	Statute Miles
SPECI	Aerodrome Special Meteorological Report
SSR	Secondary Surveillance Radar
SUP	Supplement
SWY	Stopway
*SYNOP	Surface Synoptic Observation

T

TAA	Terminal Arrival Area
TAF	Aerodrome Forecast
*TCH	Threshold Crossing Height
TDZ	Touchdown Zone
THR	Threshold
TMA	Terminal Control Area
TODA	Take-off Distance Available
TORA	Take-off Run Available
TWR	Tower
TWY	Taxiway
TXKF	ICAO 4-Letter Code for L.F. Wade International Airport

U

UHF	Ultra High Frequency (300 to 3000 MHz)
UIR	Upper Flight Information Region
*UK	United Kingdom
*UKCAA	United Kingdom Civil Aviation Authority
*UN	United Nations
UNL	Unlimited
US	or USA United States of America
UTC	Coordinated Universal Time

V

VAR	Variation
VFR	Visual Flight Rules
*VGSI	Visual Glide Slope Indicator
VHF	Very High Frequency (30 to 300 MHz)
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOLMET	Meteorological information for aircraft in flight
VOR	VHF Omnidirectional Radio Range

W

WAC	World Aeronautical Chart ICAO 1:1.000.000
WDI	Wind Direction Indicator
WGS-84	World Geodetic Survey of 1984
WPT	Waypoint

**INTENTIONALLY
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GEN 2.3 CHART SYMBOLS

Description	
City or Large Town	
Primary Road	
Secondary Road	
Civil (Land) Aerodrome	
Emergency Aerodrome	
Basic Radio NAVAID	
Non-Directional Beacon (NDB)	
Compass Rose	
Collocated VOR/DME	
Flight Information Region	
Aerodrome Traffic Zone	
Control Zone	
Intersection / Reporting Point Compulsory	

Description	
Intersection / Reporting Point On-request	
Aerodrome Reference Point	
Scale Break	
Obstacle	
High Obstacle / Mast / Tower	
Ship	
Lighthouse	
Windsock	
Airport Pole, Tower, Antenna, etc. with ID Number	
Hard Surface Runway	
Stopway	

Description	
Building / Large Structure	
Fly-Over RNAV Waypoint Compulsory	
Fly-Over RNAV Waypoint On-request	
Fly-By RNAV Waypoint Compulsory	
Fly-By RNAV Waypoint On-request	

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GEN 2.4 LOCATION INDICATORS

1. ENCODE	
Location	Indicator
L.F. Wade International Airport	TXKF

2. DECODE	
Indicator	Location
TXKF	L.F. Wade International Airport

INTENTIONALLY
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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ENCODE				DECODE			
Station Name	**Facility**	**IDENT**	**Purpose**	**IDENT**	**Station Name**	**Facility**	**Purpose**
Bermuda	VOR/DME	BDA	AE	BDA	Bermuda	VOR/DME	AE
Bermuda	ILS/DME	I-BDA	A	I-BDA	Bermuda	ILS/DME	A

Note:
"A" denotes aerodrome use (see details in Part 3, Aerodrome)
"E" denotes en route use (see details in Part 2, En Route)

INTENTIONALLY
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GEN 2.6 CONVERSION TABLES

1. Distance Conversions

NM to KM	
1 NM = 1.852 KM	
NM	KM
0.1	0.185
0.2	0.370
0.3	0.556
0.4	0.741
0.5	0.926
0.6	1.111
0.7	1.296
0.8	1.482
0.9	1.667
1.0	1.852
2.0	3.704
3.0	5.556
4.0	7.408
5.0	9.260
6.0	11.112
7.0	12.964
8.0	14.816
9.0	16.668
10.0	18.520
20.0	37.040
30.0	55.560
40.0	74.080
50.0	92.600
60.0	111.120
70.0	129.640
80.0	148.160
90.0	166.680
100.0	185.200
200.0	370.400
300.0	555.600
400.0	740.800
500.0	926.000

KM to NM	
1 KM = 0.54NM	
KM	NM
0.1	0.05
0.2	0.11
0.3	0.16
0.4	0.22
0.5	0.27
0.6	0.32
0.7	0.38
0.8	0.43
0.9	0.49
1.0	0.54
2.0	1.08
3.0	1.62
4.0	2.16
5.0	2.70
6.0	3.24
7.0	3.78
8.0	4.32
9.0	4.86
10.0	5.40
20.0	10.80
30.0	16.20
40.0	21.60
50.0	27.00
60.0	32.40
70.0	37.80
80.0	43.20
90.0	48.60
100.0	54.00
200.0	107.99
300.0	161.99
400.0	215.98
500.0	269.98

NM to SM	
1 NM = 1.1508 SM	
NM	SM
0.1	0.115
0.2	0.230
0.3	0.345
0.4	0.460
0.5	0.575
0.6	0.690
0.7	0.805
0.8	0.920
0.9	1.035
1	1.15
2	2.30
3	3.45
4	4.60
5	5.75
6	6.90
7	8.05
8	9.20
9	10.35
10	11.50
20	23.01
30	34.52
40	46.03
50	57.53
60	69.04
70	80.55
80	92.06
90	103.57
100	115.00
200	230.10
300	345.20
400	460.30
500	575.30

SM to NM	
1 SM = 0.869 NM	
SM	NM
0.1	0.086
0.2	0.173
0.3	0.260
0.4	0.347
0.5	0.434
0.6	0.521
0.7	0.608
0.8	0.695
0.9	0.782
1	0.86
2	1.73
3	2.60
4	3.47
5	4.34
6	5.21
7	6.08
8	6.95
9	7.82
10	8.68
20	17.37
30	26.06
40	34.75
50	43.44
60	52.13
70	60.82
80	69.51
90	78.20
100	86.80
200	173.70
300	260.60
400	347.50
500	434.40

FT to M	
1 FT = 0.3048 M	
FT	M
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192
50	15.240
60	18.288
70	21.336
80	24.384
90	27.432
100	30.480
200	60.960
300	91.440
400	121.920
500	152.400
600	182.880
700	213.360
800	243.840
900	274.320
1 000	304.800
2 000	609.600
3 000	914.400
4 000	1219.200
5 000	1524.000
6 000	1828.800
7 000	2133.600
8 000	2438.400
9 000	2743.200
10 000	3048.000

M to FT	
1 M = 3.281 FT	
M	FT
1	3.28
2	6.56
3	9.84
4	13.12
5	16.40
6	19.69
7	22.97
8	26.25
9	29.53
10	32.81
20	65.62
30	98.43
40	131.23
50	164.04
60	196.85
70	229.66
80	262.47
90	295.28
100	328.08
200	656.17
300	984.25
400	1312.34
500	1640.42
600	1968.50
700	2296.59
800	2624.67
900	2952.76
1 000	3280.84
2 000	6561.68
3 000	9842.52
4 000	13123.36
5 000	16404.20

2. Arc Minute to Second Conversions

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	116.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

3. Arc Seconds to Minute Conversions

From seconds of an arc to decimal minutes of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.02	1	0.26	15.6	0.51	30.6	0.76	45.6
0.03	2	0.27	16.2	0.52	31.2	0.77	46.2
0.05	3	0.28	116.8	0.53	31.8	0.78	46.8
0.07	4	0.29	17.4	0.54	32.4	0.79	47.4
0.08	5	0.30	18.0	0.55	33.0	0.80	48.0
0.10	6	0.31	18.6	0.56	33.6	0.81	48.6
0.12	7	0.32	19.2	0.57	34.2	0.82	49.2
0.13	8	0.33	19.8	0.58	34.8	0.83	49.8
0.15	9	0.34	20.4	0.59	35.4	0.84	50.4
0.17	10	0.35	21.0	0.60	36.0	0.85	51.0
0.18	11	0.36	21.6	0.61	36.6	0.86	51.6
0.20	12	0.37	22.2	0.62	37.2	0.87	52.2
0.22	13	0.38	22.8	0.63	37.8	0.88	52.8
0.23	14	0.39	23.4	0.64	38.4	0.89	53.4
0.25	15	0.40	24.0	0.65	39.0	0.90	54.0

GEN 2.7 SUNRISE/SUNSET TABLES

The following tables were generated using the United States Naval Observatory's World Wide Web site www.cnmoc.usff.navy.mil/usno/
The information is public domain and permission was not required.

1. 2023

1.1 Rise and Set for the Sun 2023

L.F.Wade International

Location W064 41, N32 22
Zone 4h West nof Greenwich

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
Day	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset
1	07:20	17:25	07:13	17:52	06:47	18:16	07:07	19:39	06:33	20:00	06:13	20:21	06:16	20:30	06:33	20:17	06:54	19:43	07:13	19:04	07:36	18:28	07:02	17:13
2	07:20	17:25	07:12	17:53	06:45	18:17	07:06	19:39	06:32	20:00	06:13	20:21	06:16	20:30	06:34	20:16	06:54	19:42	07:13	19:03	07:37	18:28	07:03	17:13
3	07:21	17:26	07:12	17:54	06:44	18:18	07:05	19:40	06:31	20:01	06:12	20:22	06:16	20:30	06:35	20:15	06:55	19:41	07:14	19:01	07:37	18:27	07:04	17:13
4	07:21	17:27	07:11	17:55	06:43	18:19	07:04	19:41	06:30	20:02	06:12	20:22	06:17	20:30	06:35	20:14	06:56	19:40	07:15	19:00	07:38	18:26	07:05	17:13
5	07:21	17:28	07:10	17:56	06:42	18:19	07:02	19:41	06:29	20:03	06:12	20:23	06:17	20:29	06:36	20:13	06:56	19:38	07:15	18:59	06:39	18:25	07:05	17:13
6	07:21	17:29	07:09	17:57	06:41	18:20	07:01	19:42	06:28	20:03	06:12	20:23	06:18	20:29	06:37	20:12	06:57	19:37	07:16	18:57	06:40	17:24	07:06	17:13
7	07:21	17:29	07:09	17:58	06:39	18:21	07:00	19:43	06:27	20:04	06:12	20:24	06:18	20:29	06:37	20:11	06:58	19:36	07:17	18:56	06:41	17:24	07:07	17:14
8	07:21	17:30	07:08	17:58	06:38	18:22	06:59	19:43	06:26	20:05	06:12	20:24	06:19	20:29	06:38	20:10	06:58	19:34	07:17	18:55	06:42	17:23	07:08	17:14
9	07:21	17:31	07:07	17:59	06:37	18:22	06:57	19:44	06:26	20:05	06:12	20:25	06:19	20:29	06:39	20:09	06:59	19:33	07:18	18:54	06:43	17:22	07:08	17:14
10	07:21	17:32	07:06	18:00	06:36	18:23	06:56	19:45	06:25	20:06	06:11	20:25	06:20	20:28	06:39	20:09	06:59	19:32	07:19	18:52	06:43	17:21	07:09	17:14
11	07:21	17:33	07:05	18:01	06:34	18:24	06:55	19:45	06:24	20:07	06:11	20:26	06:20	20:28	06:40	20:08	07:00	19:30	07:20	18:51	06:44	17:21	07:10	17:14
12	07:21	17:34	07:04	18:02	07:33	19:24	06:54	19:46	06:23	20:08	06:11	20:26	06:21	20:28	06:41	20:07	07:01	19:29	07:20	18:50	06:45	17:20	07:11	17:14
13	07:21	17:34	07:03	18:03	07:32	19:25	06:52	19:47	06:22	20:08	06:11	20:26	06:21	20:28	06:42	20:06	07:01	19:28	07:21	18:49	06:46	17:20	07:11	17:15
14	07:21	17:35	07:03	18:04	07:31	19:26	06:51	19:48	06:22	20:09	06:12	20:27	06:22	20:27	06:42	20:04	07:02	19:26	07:22	18:48	06:47	17:19	07:12	17:15
15	07:20	17:36	07:02	18:05	07:29	19:27	06:50	19:48	06:21	20:10	06:12	20:27	06:23	20:27	06:43	20:03	07:03	19:25	07:22	18:46	06:48	17:18	07:13	17:15
16	07:20	17:37	07:01	18:06	07:28	19:27	06:49	19:49	06:20	20:10	06:12	20:28	06:23	20:26	06:43	20:02	07:03	19:24	07:23	18:45	06:49	17:18	07:13	17:16
17	07:20	17:38	07:00	18:06	07:27	19:28	06:48	19:50	06:20	20:11	06:12	20:28	06:24	20:26	06:44	20:01	07:04	19:22	07:24	18:44	06:50	17:17	07:14	17:16
18	07:20	17:39	06:59	18:07	07:25	19:29	06:46	19:50	06:19	20:12	06:12	20:28	06:24	20:25	06:45	20:00	07:04	19:21	07:25	18:43	06:51	17:17	07:14	17:16
19	07:19	17:40	06:58	18:08	07:24	19:30	06:45	19:51	06:19	20:13	06:12	20:28	06:25	20:25	06:45	19:59	07:05	19:20	07:25	18:42	06:52	17:16	07:15	17:17
20	07:19	17:41	06:57	18:09	07:23	19:30	06:44	19:52	06:18	20:13	06:12	20:29	06:26	20:24	06:46	19:58	07:06	19:18	07:26	18:41	06:52	17:16	07:16	17:17
21	07:19	17:42	06:56	18:10	07:22	19:31	06:43	19:53	06:17	20:14	06:12	20:29	06:26	20:24	06:47	19:57	07:06	19:17	07:27	18:40	06:53	17:16	07:16	17:18
22	07:18	17:43	06:54	18:11	07:20	19:32	06:42	19:53	06:17	20:15	06:13	20:29	06:27	20:23	06:47	19:56	07:07	19:16	07:28	18:39	06:54	17:15	07:17	17:18
23	07:18	17:44	06:53	18:11	07:19	19:32	06:41	19:54	06:16	20:15	06:13	20:29	06:28	20:23	06:48	19:54	07:08	19:14	07:28	18:37	06:55	17:15	07:17	17:19
24	07:17	17:45	06:52	18:12	07:18	19:33	06:40	19:55	06:16	20:16	06:13	20:29	06:28	20:22	06:49	19:53	07:08	19:13	07:29	18:36	06:56	17:15	07:17	17:19
25	07:17	17:46	06:51	18:13	07:16	19:34	06:39	19:55	06:15	20:17	06:13	20:30	06:29	20:22	06:49	19:52	07:09	19:12	07:30	18:35	06:57	17:14	07:18	17:20
26	07:17	17:46	06:50	18:14	07:15	19:34	06:38	19:56	06:15	20:17	06:14	20:30	06:30	20:21	06:50	19:51	07:09	19:10	07:31	18:34	06:58	17:14	07:18	17:21
27	07:16	17:47	06:49	18:15	07:14	19:35	06:37	19:57	06:15	20:18	06:14	20:30	06:30	20:20	06:51	19:50	07:10	19:09	07:32	18:33	06:59	17:14	07:19	17:21
28	07:15	17:48	06:48	18:15	07:13	19:36	06:36	19:58	06:14	20:18	06:14	20:30	06:31	20:20	06:51	19:48	07:11	19:08	07:32	18:32	06:59	17:14	07:19	17:22
29	07:15	17:49			07:11	19:36	06:35	19:58	06:14	20:19	06:15	20:30	06:31	20:19	06:52	19:47	07:11	19:06	07:33	18:31	07:00	17:14	07:19	17:23
30	07:14	17:50			07:10	19:37	06:34	19:59	06:13	20:20	06:15	20:30	06:32	20:18	06:53	19:46	07:12	19:05	07:34	18:31	07:01	17:14	07:20	17:23
31	07:14	17:51			07:09	19:38			06:13	20:20			06:33	20:17	06:53	19:45			07:35	18:30			07:20	17:24

Note: hours shift because clocks change forward 1 hour. (starting 11th March)
Note: hours shift because clocks change backward 1 hour. (starting 5th November)

1.2 Civil Twilight for 2023

L.F.Wade International

Location W064 41, N32 22
Zone 4h West of Greenwich

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
Day	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End
1	06:53	17:52	06:47	18:18	06:22	18:41	06:43	20:03	06:07	20:26	05:45	20:49	05:47	20:58	06:07	20:43	06:29	20:08	06:48	19:28	07:10	18:54	06:35	17:40
2	06:53	17:52	06:47	18:19	06:21	18:42	06:41	20:04	06:06	20:27	05:45	20:49	05:48	20:58	06:07	20:42	06:29	20:07	06:49	19:27	07:11	18:53	06:36	17:40
3	06:54	17:53	06:46	18:20	06:20	18:42	06:40	20:05	06:05	20:27	05:44	20:50	05:48	20:58	06:08	20:41	06:30	20:06	06:50	19:26	07:12	18:52	06:37	17:40
4	06:54	17:54	06:45	18:20	06:18	18:43	06:39	20:05	06:04	20:28	05:44	20:50	05:49	20:58	06:09	20:41	06:31	20:04	06:50	19:24	07:13	18:52	06:38	17:40
5	06:54	17:55	06:45	18:21	06:17	18:44	06:38	20:06	06:03	20:29	05:44	20:51	05:49	20:58	06:10	20:40	06:31	20:03	06:51	19:23	06:14	17:51	06:38	17:40
6	06:54	17:55	06:44	18:22	06:16	18:45	06:36	20:07	06:02	20:30	05:44	20:52	05:50	20:57	06:10	20:39	06:32	20:02	06:52	19:22	06:14	17:50	06:39	17:40
7	06:54	17:56	06:43	18:23	06:15	18:45	06:35	20:08	06:01	20:31	05:44	20:52	05:50	20:57	06:11	20:38	06:33	20:00	06:52	19:21	06:15	17:49	06:40	17:40
8	06:54	17:57	06:42	18:24	06:14	18:46	06:34	20:08	06:00	20:31	05:43	20:53	05:51	20:57	06:12	20:37	06:33	19:59	06:53	19:19	06:16	17:49	06:41	17:41
9	06:54	17:58	06:42	18:25	06:12	18:47	06:32	20:09	05:59	20:32	05:43	20:53	05:51	20:57	06:13	20:36	06:34	19:58	06:54	19:18	06:17	17:48	06:41	17:41
10	06:54	17:59	06:41	18:26	06:11	18:48	06:31	20:10	05:58	20:33	05:43	20:54	05:52	20:56	06:13	20:35	06:35	19:56	06:54	19:17	06:18	17:47	06:42	17:41
11	06:54	17:59	06:40	18:26	06:10	18:48	06:30	20:11	05:57	20:34	05:43	20:54	05:52	20:56	06:14	20:34	06:35	19:55	06:55	19:16	06:19	17:47	06:43	17:41
12	06:54	18:00	06:39	18:27	07:09	19:49	06:29	20:11	05:56	20:34	05:43	20:54	05:53	20:56	06:15	20:33	06:36	19:54	06:56	19:15	06:19	17:46	06:43	17:41
13	06:54	18:01	06:38	18:28	07:07	19:50	06:27	20:12	05:56	20:35	05:43	20:55	05:54	20:55	06:15	20:31	06:37	19:52	06:56	19:13	06:20	17:46	06:44	17:42
14	06:54	18:02	06:37	18:29	07:06	19:50	06:26	20:13	05:55	20:36	05:43	20:55	05:54	20:55	06:16	20:30	06:37	19:51	06:57	19:12	06:21	17:45	06:45	17:42
15	06:54	18:03	06:37	18:30	07:05	19:51	06:25	20:14	05:54	20:37	05:43	20:56	05:55	20:55	06:17	20:29	06:38	19:50	06:58	19:11	06:22	17:45	06:45	17:42
16	06:54	18:04	06:36	18:31	07:04	19:52	06:24	20:14	05:53	20:38	05:43	20:56	05:55	20:54	06:18	20:28	06:39	19:48	06:58	19:10	06:23	17:44	06:46	17:43
17	06:53	18:05	06:35	18:31	07:02	19:53	06:22	20:15	05:53	20:38	05:43	20:56	05:56	20:54	06:18	20:27	06:39	19:47	06:59	19:09	06:24	17:44	06:47	17:43
18	06:53	18:05	06:34	18:32	07:01	19:53	06:21	20:16	05:52	20:39	05:43	20:57	05:57	20:53	06:19	20:26	06:40	19:46	07:00	19:08	06:24	17:43	06:47	17:44
19	06:53	18:06	06:33	18:33	07:00	19:54	06:20	20:17	05:51	20:40	05:44	20:57	05:57	20:53	06:20	20:25	06:40	19:44	07:01	19:07	06:25	17:43	06:48	17:44
20	06:53	18:07	06:32	18:34	06:58	19:55	06:19	20:17	05:51	20:41	05:44	20:57	05:58	20:52	06:21	20:23	06:41	19:43	07:01	19:06	06:26	17:42	06:48	17:44
21	06:52	18:08	06:31	18:35	06:57	19:55	06:18	20:18	05:50	20:41	05:44	20:57	05:59	20:51	06:21	20:22	06:42	19:42	07:02	19:04	06:27	17:42	06:49	17:45
22	06:52	18:09	06:30	18:35	06:56	19:56	06:16	20:19	05:49	20:42	05:44	20:58	06:00	20:51	06:22	20:21	06:42	19:40	07:03	19:03	06:28	17:42	06:49	17:45
23	06:52	18:10	06:29	18:36	06:55	19:57	06:15	20:20	05:49	20:43	05:44	20:58	06:00	20:50	06:23	20:20	06:43	19:39	07:03	19:02	06:29	17:41	06:50	17:46
24	06:51	18:11	06:28	18:37	06:53	19:58	06:14	20:20	05:48	20:43	05:45	20:58	06:01	20:49	06:23	20:19	06:44	19:38	07:04	19:01	06:30	17:41	06:50	17:46
25	06:51	18:12	06:26	18:38	06:52	19:58	06:13	20:21	05:48	20:44	05:45	20:58	06:02	20:49	06:24	20:17	06:44	19:36	07:05	19:00	06:30	17:41	06:51	17:47
26	06:51	18:12	06:25	18:39	06:51	19:59	06:12	20:22	05:47	20:45	05:45	20:58	06:02	20:48	06:25	20:16	06:45	19:35	07:06	18:59	06:31	17:41	06:51	17:48
27	06:50	18:13	06:24	18:39	06:49	20:00	06:11	20:23	05:47	20:46	05:46	20:58	06:03	20:47	06:25	20:15	06:46	19:34	07:07	18:58	06:32	17:41	06:51	17:48
28	06:50	18:14	06:23	18:40	06:48	20:00	06:10	20:23	05:46	20:46	05:46	20:58	06:04	20:47	06:26	20:14	06:46	19:32	07:07	18:58	06:33	17:40	06:52	17:49
29	06:49	18:15			06:47	20:01	06:09	20:24	05:46	20:47	05:46	20:58	06:05	20:46	06:27	20:12	06:47	19:31	07:08	18:57	06:34	17:40	06:52	17:49
30	06:49	18:16			06:45	20:02	06:08	20:25	05:46	20:47	05:47	20:58	06:05	20:45	06:27	20:11	06:48	19:30	07:09	18:56	06:34	17:40	06:53	17:50
31	06:48	18:17			06:44	20:03			05:45	20:48			06:06	20:44	06:28	20:10			07:10	18:55			06:53	17:51

Note: hours shift because clocks change forward 1 hour. (starting 11th March)

Note: hours shift because clocks change backward 1 hour. (starting 5th November)

2. 2024

2.1 Rise and Set for the Sun 2024

L.F.Wade International

Location W064 41, N32 22
Zone 4h West of Greenwich

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
Day	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset	Sunrise	Sunset
01	0720	1724	0713	1752	0646	1817	0606	1839	0532	1900	0512	1921	0516	1930	0534	1916	0554	1842	0613	1803	0636	1728	0703	1713
02	0720	1725	0712	1753	0644	1817	0605	1840	0531	1901	0512	1922	0516	1930	0534	1915	0555	1841	0614	1801	0637	1727	0703	1713
03	0720	1726	0712	1753	0643	1818	0604	1840	0530	1902	0512	1922	0516	1930	0535	1914	0555	1840	0614	1800	0638	1726	0704	1713
04	0721	1727	0711	1754	0642	1819	0602	1841	0529	1902	0512	1923	0517	1929	0536	1913	0556	1839	0615	1759	0639	1725	0705	1713
05	0721	1727	0710	1755	0641	1820	0601	1842	0528	1903	0512	1923	0517	1929	0536	1912	0557	1837	0616	1758	0640	1725	0706	1713
06	0721	1728	0710	1756	0640	1820	0600	1842	0527	1904	0511	1924	0518	1929	0537	1912	0557	1836	0616	1756	0641	1724	0707	1713
07	0721	1729	0709	1757	0638	1821	0559	1843	0526	1905	0511	1924	0518	1929	0538	1911	0558	1835	0617	1755	0641	1723	0707	1713
08	0721	1730	0708	1758	0637	1822	0557	1844	0526	1905	0511	1925	0519	1929	0538	1910	0558	1833	0618	1754	0642	1722	0708	1714
09	0721	1731	0707	1759	0636	1823	0556	1845	0525	1906	0511	1925	0519	1928	0539	1909	0559	1832	0619	1753	0643	1722	0709	1714
10	0721	1731	0706	1800	0635	1823	0555	1845	0524	1907	0511	1926	0520	1928	0540	1908	0600	1831	0619	1751	0644	1721	0710	1714
11	0721	1732	0705	1801	0633	1824	0554	1846	0523	1907	0511	1926	0521	1928	0540	1907	0600	1829	0620	1750	0645	1720	0710	1714
12	0721	1733	0705	1802	0632	1825	0553	1847	0522	1908	0511	1926	0521	1928	0541	1906	0601	1828	0621	1749	0646	1720	0711	1714
13	0721	1734	0704	1803	0631	1826	0551	1847	0522	1909	0511	1927	0522	1927	0542	1905	0602	1827	0621	1748	0647	1719	0712	1715
14	0721	1735	0703	1803	0630	1826	0550	1848	0521	1910	0511	1927	0522	1927	0542	1904	0602	1825	0622	1747	0648	1718	0712	1715
15	0720	1736	0702	1804	0628	1827	0549	1849	0520	1910	0511	1927	0523	1926	0543	1903	0603	1824	0623	1745	0649	1718	0713	1715
16	0720	1737	0701	1805	0627	1828	0548	1849	0520	1911	0511	1928	0523	1926	0544	1901	0603	1823	0624	1744	0649	1717	0714	1716
17	0720	1738	0700	1806	0626	1829	0547	1850	0519	1912	0512	1928	0524	1926	0544	1900	0604	1821	0624	1743	0650	1717	0714	1716
18	0720	1739	0659	1807	0624	1829	0545	1851	0518	1912	0512	1928	0525	1925	0545	1859	0605	1820	0625	1742	0651	1716	0715	1716
19	0719	1740	0658	1808	0623	1830	0544	1852	0518	1913	0512	1929	0525	1925	0546	1858	0605	1819	0626	1741	0652	1716	0715	1717
20	0719	1740	0657	1809	0622	1831	0543	1852	0517	1914	0512	1929	0526	1924	0546	1857	0606	1817	0627	1740	0653	1716	0716	1717
21	0719	1741	0656	1809	0621	1831	0542	1853	0517	1914	0512	1929	0527	1924	0547	1856	0607	1816	0627	1739	0654	1715	0716	1718
22	0718	1742	0655	1810	0619	1832	0541	1854	0516	1915	0513	1929	0527	1923	0548	1855	0607	1815	0628	1738	0655	1715	0717	1718
23	0718	1743	0654	1811	0618	1833	0540	1854	0516	1916	0513	1929	0528	1922	0548	1853	0608	1813	0629	1737	0656	1715	0717	1719
24	0718	1744	0652	1812	0617	1833	0539	1855	0515	1916	0513	1929	0528	1922	0549	1852	0608	1812	0630	1735	0657	1714	0718	1720
25	0717	1745	0651	1813	0615	1834	0538	1856	0515	1917	0513	1930	0529	1921	0550	1851	0609	1811	0631	1734	0657	1714	0718	1720
26	0717	1746	0650	1813	0614	1835	0537	1857	0514	1918	0514	1930	0530	1920	0550	1850	0610	1809	0631	1733	0658	1714	0718	1721
27	0716	1747	0649	1814	0613	1836	0536	1857	0514	1918	0514	1930	0530	1920	0551	1849	0610	1808	0632	1732	0659	1714	0719	1721
28	0716	1748	0648	1815	0611	1836	0535	1858	0514	1919	0514	1930	0531	1919	0552	1847	0611	1807	0633	1731	0700	1713	0719	1722
29	0715	1749	0647	1816	0610	1837	0534	1859	0513	1919	0515	1930	0532	1918	0552	1846	0612	1805	0634	1731	0701	1713	0719	1723
30	0714	1750			0609	1838	0533	1859	0513	1920	0515	1930	0532	1917	0553	1845	0612	1804	0635	1730	0702	1713	0720	1723
31	0714	1751			0608	1838			0513	1921			0533	1917	0553	1844			0635	1729			0720	1724

Add one hour for daylight time, if and when in use.

2.2 Civil Twilight for 2024

L.F.Wade International

Location W064 41, N32 22
Zone 4h West of Greenwich

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
Day	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End
01	0653	1751	0647	1817	0621	1841	0542	1904	0506	1926	0444	1949	0447	1958	0507	1943	0529	1907	0549	1827	0611	1753	0636	1740
02	0653	1752	0647	1818	0620	1842	0540	1904	0505	1927	0444	1950	0448	1958	0508	1942	0530	1906	0549	1826	0612	1752	0637	1740
03	0653	1753	0646	1819	0619	1843	0539	1905	0504	1928	0444	1950	0448	1958	0508	1941	0530	1905	0550	1825	0613	1752	0637	1740
04	0654	1754	0646	1820	0617	1844	0538	1906	0503	1929	0444	1951	0449	1958	0509	1940	0531	1903	0551	1823	0613	1751	0638	1740
05	0654	1754	0645	1821	0616	1844	0536	1907	0502	1930	0443	1951	0449	1957	0510	1939	0532	1902	0551	1822	0614	1750	0639	1740
06	0654	1755	0644	1822	0615	1845	0535	1907	0501	1930	0443	1952	0450	1957	0511	1938	0532	1901	0552	1821	0615	1749	0640	1740
07	0654	1756	0643	1823	0614	1846	0534	1908	0500	1931	0443	1953	0450	1957	0511	1937	0533	1859	0553	1820	0616	1749	0640	1740
08	0654	1757	0643	1823	0613	1846	0532	1909	0459	1932	0443	1953	0451	1957	0512	1936	0534	1858	0553	1818	0617	1748	0641	1741
09	0654	1757	0642	1824	0611	1847	0531	1910	0458	1933	0443	1953	0451	1957	0513	1935	0534	1857	0554	1817	0617	1747	0642	1741
10	0654	1758	0641	1825	0610	1848	0530	1910	0457	1933	0443	1954	0452	1956	0514	1934	0535	1855	0555	1816	0618	1747	0643	1741
11	0654	1759	0640	1826	0609	1849	0529	1911	0456	1934	0443	1954	0453	1956	0514	1933	0536	1854	0555	1815	0619	1746	0643	1741
12	0654	1800	0639	1827	0608	1849	0527	1912	0456	1935	0443	1955	0453	1955	0515	1932	0536	1853	0556	1814	0620	1746	0644	1741
13	0654	1801	0639	1828	0606	1850	0526	1913	0455	1936	0443	1955	0454	1955	0516	1931	0537	1851	0557	1812	0621	1745	0645	1742
14	0654	1802	0638	1829	0605	1851	0525	1913	0454	1937	0443	1956	0454	1955	0517	1929	0538	1850	0557	1811	0622	1744	0645	1742
15	0654	1802	0637	1829	0604	1852	0524	1914	0453	1937	0443	1956	0455	1954	0517	1928	0538	1849	0558	1810	0623	1744	0646	1742
16	0654	1803	0636	1830	0603	1852	0522	1915	0453	1938	0443	1956	0456	1954	0518	1927	0539	1847	0559	1809	0623	1744	0646	1743
17	0654	1804	0635	1831	0601	1853	0521	1916	0452	1939	0443	1957	0456	1953	0519	1926	0540	1846	0600	1808	0624	1743	0647	1743
18	0653	1805	0634	1832	0600	1854	0520	1916	0451	1940	0443	1957	0457	1953	0519	1925	0540	1845	0600	1807	0625	1743	0648	1744
19	0653	1806	0633	1833	0559	1854	0519	1917	0451	1940	0443	1957	0458	1952	0520	1924	0541	1843	0601	1806	0626	1742	0648	1744
20	0653	1807	0632	1833	0557	1855	0518	1918	0450	1941	0444	1957	0458	1952	0521	1923	0541	1842	0602	1805	0627	1742	0649	1745
21	0653	1808	0631	1834	0556	1856	0517	1919	0449	1942	0444	1957	0459	1951	0522	1921	0542	1840	0602	1804	0628	1742	0649	1745
22	0652	1809	0630	1835	0555	1857	0515	1919	0449	1943	0444	1958	0500	1950	0522	1920	0543	1839	0603	1802	0628	1741	0650	1746
23	0652	1809	0629	1836	0553	1857	0514	1920	0448	1943	0444	1958	0500	1950	0523	1919	0543	1838	0604	1801	0629	1741	0650	1746
24	0651	1810	0628	1837	0552	1858	0513	1921	0448	1944	0445	1958	0501	1949	0524	1918	0544	1836	0605	1800	0630	1741	0651	1747
25	0651	1811	0627	1837	0551	1859	0512	1922	0447	1945	0445	1958	0502	1948	0524	1916	0545	1835	0605	1759	0631	1741	0651	1747
26	0651	1812	0626	1838	0549	1859	0511	1922	0447	1945	0445	1958	0503	1947	0525	1915	0545	1834	0606	1759	0632	1740	0651	1748
27	0650	1813	0624	1839	0548	1900	0510	1923	0446	1946	0446	1958	0503	1947	0526	1914	0546	1832	0607	1758	0633	1740	0652	1748
28	0650	1814	0623	1840	0547	1901	0509	1924	0446	1947	0446	1958	0504	1946	0526	1913	0547	1831	0608	1757	0633	1740	0652	1749
29	0649	1815	0622	1841	0546	1902	0508	1925	0445	1947	0446	1958	0505	1945	0527	1911	0547	1830	0609	1756	0634	1740	0652	1750
30	0649	1816			0544	1902	0507	1926	0445	1948	0447	1958	0506	1944	0528	1910	0548	1829	0609	1755	0635	1740	0653	1750
31	0648	1816			0543	1903			0445	1949			0506	1943	0528	1909			0610	1754			0653	1751

Add one hour for daylight time, if and when in use.

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The Aerodrome Certificate holder is responsible for providing AIS in accordance with Annex 15 through the Bermuda Airport Authority.

1.2 Hours of service are H24.

1.3 The service is provided in accordance with ICAO Annex 15.

2. AREA OF RESPONSIBILITY

2.1 The Bermuda Airport Authority is responsible for the collection and dissemination of aeronautical information within the L.F. Wade International Airport control zone.

3. AERONAUTICAL PUBLICATIONS

3.1 AIS information is provided by the issuance of aeronautical publications in the form of:

a. Aeronautical Information Publication (AIP).

b. AIP Amendments (AIP AMDT).

c. AIP Supplements (AIP SUPP).

d. Aeronautical Information Circulars (AIC).

e. NOTAM

f. Pre-flight Information Bulletins (PIB)

3.2 AIP

a. The Bermuda AIP is the basic document containing information of a lasting character that is operationally significant for the safe conduct of air traffic.

b. The AIP is published in one volume. It is published in English for use by international and national operations, whether the flights are public or private.

3.3 AIP AMDT

The AIP will be subject to regular updates, and at least annually, using the AIRAC effective dates cycle – see Table GEN 3.1.4.

3.4 AIP SUPP

a. Supplements contain temporary changes of long duration (three months or longer) or information of a short duration that contains extensive text and/or graphics.

b. AIP SUPP are numbered sequentially, beginning each calendar year with "01". The last two digits of the year are part of the AIP SUPP number (e.g. AIP SUPP 01/06 for the first supplement issued in 2006, AIP SUPP 02/06 for the second supplement issued in 2006, etc.).

c. AIP SUPP are usually issued in accordance with the ICAO AIRAC cycle but may be issued at any time if warranted.

d. Supplement periods of validity are specified within the AIP SUPP or via NOTAM.

e. A checklist of valid AIP SUPP is included with the monthly Summary of NOTAM.

3.5 AIC

a. Circulars contain administrative information that is not operationally significant for the safe conduct of flight.

b. AIC are numbered sequentially, beginning each calendar year with "01". The last two digits of the year are part of the AIC number (e.g. AIC 01/06 for the first circular issued in 2006, AIC 02/06 for the second circular issued in 2006, etc.).

c. AIC are only issued in one series for both national and international dissemination.

d. A checklist of valid AIC is issued once yearly in January.

3.6 NOTAM

a. The Bermuda Airport Authority serves as the International NOTAM Office for the issuance of

NOTAM the L.F. Wade International Airport, Bermuda.

b. NOTAM are promulgated by Aeronautical Information Service Replacement (AIS-R) whenever urgent operational information requires dissemination.

c. Series A is the only NOTAM designation issued by Bermuda.

d. Checklists of current international NOTAM are promulgated by AIS-R on the last calendar day of each month.

e. In accordance with ICAO recommendations (DOC 8126, Chapter 6, Appendix A) a Trigger NOTAM will be issued on the publication date of an AIP AMDT or an AIP Supplement. This NOTAM includes a brief description of the content, the effective date/time and the serial number of the AIP AMDT or Supplement. These 'trigger' NOTAM ensure that brief entries appear in the appropriate Pre-flight Information Bulletins (PIB).

f. 'Trigger' NOTAM will remain valid for 14 days after the effective date of a permanent change and for the complete duration of any temporary change, condition or activity.

3.7 PIB are promulgated by AIS-R whenever urgent operational information requires dissemination.

3.8 AIP Availability

a. Electronic copies of this AIP and its amendments are available free on the Bermuda Airport Authority Internet website:
www.airportauthority.bm

4. AERONAUTICAL INFORMATION REGULATIONS AND CONTROL (AIRAC) SYSTEM

4.1 AIRAC messages are originated and distributed with the objective of reaching recipients at least 28 days in advance of the effective date. In exceptional circumstances information may be promulgated via a NOTAM clearly marked AIRAC.

4.2 The following AIRAC information shall be notified by Bermuda Airport Authority:

a. Limits (horizontal and vertical), regulations and procedures applicable to the L.F. Wade International Airport control zone.

b. Positions, frequencies, call signs, and known irregularities and maintenance periods of L.F. Wade International Airport air traffic service navigational and communication facilities.

c. Holding and approach procedures, arrival and departure procedures, noise abatement procedures, and other pertinent air traffic procedures as deemed necessary.

d. Meteorological facilities, including broadcasts, and procedures.

e. Runways and RESA at L.F. Wade International Airport, Bermuda.

4.3 The following AIRAC information regarding limits (horizontal and vertical), regulations and procedures shall be notified by NY ARTCC:

a. New York Oceanic FIR

b. Bermuda TMA

c. Lower ATS routes:

1. L459

2. L461

3. L462

4.4 AIRAC information regarding the establishment and withdrawal of, and premeditated significant changes to, the following may be notified by Bermuda Airport Authority if deemed appropriate:

a. Position, height, and lighting of navigation obstacles in Bermuda.

b. Taxiways and aprons at L.F. Wade International Airport.

c. Operational hours for facilities and services at L.F. Wade International Airport.

d. Bermuda customs, immigration, and health services.

4.5 AIRAC information regarding the establishment and withdrawal of, and premeditated significant changes to, the following may be notified by NY ARTCC if deemed appropriate:

a. Temporary danger, prohibited, and restricted areas and navigational hazards, military exercises, and mass movements of aircraft.

b. Temporary areas or routes or portions thereof where the possibility of interception exists.

4.6 Table GEN 3.1.4 lists AIRAC effective dates for the indicated years.

Table GEN 3.1.4	
AIRAC Effective Date Schedule	
2023	**2024**
26 January	25 January
23 February	22 February
23 March	21 March
20 April	18 April
18 May	16 May
15 June	13 June
13 July	11 July
10 August	08 August
07 September	05 September
05 October	03 October
02 November	31 October
30 November	28 November
28 December	26 December

5. PRE-FLIGHT INFORMATION SERVICE

5.1 Pre-flight Information Service at L.F. Wade International Airport is limited to NOTAM service, weather briefings for the airport, and the filing of flight plans.

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GEN 3.2 AERONAUTICAL CHARTS

1. AERONAUTICAL CHART PUBLICATION

1.1 Bermuda publishes an Aerodrome Chart, Aircraft Parking/Docking Charts, an Aerodrome Obstacle Chart – Type A, Instrument Departure Procedure Charts, Instrument Arrival Procedure Charts, Instrument Approach Procedure Charts, a Visual Approach Chart and an Enroute Chart for L.F. Wade International Airport.

2. AERONAUTICAL CHART AVAILABILITY

2.1 All charts included in the Bermuda AIP are available at the Bermuda Weather Service.

3. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) – ICAO 1:1,000,000

3.1 The United Kingdom publishes the ICAO World Aeronautical Chart 1:1,000,000 Series (GSGS4648). Sheet 2414 contains a large-scale insert of the principle island of Bermuda.

4. TOPOGRAPHICAL CHARTS

4.1 The United Kingdom Royal Air Force publishes the Mercator Navigation Chart 1:3,000,000 AT-N Series (GSGS4930).

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GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

1.1 The FAA NY ARTCC provides en route ATS for Bermuda.

Post: New York Air Route Traffic Control Center
4205 Johnson Avenue
Ronkonkoma, NY 11779
USA

Phone: 1.516.468.1293 / 1294 / 1295

Fax: 1.516.468.4350

1.2 The Bermuda Airport Authority provides aerodrome ATS for Bermuda.
See Section GEN 1.1.4 for address.

1.3 ATS are governed by UK statute, and regulated in accordance with ICAO standards, recommended practices and procedures. Appendix A to this AIP lists selected variations.

1.4 Hours of Operations

a. NY ARTCC: H24.

b. Bermuda Control Tower: 7:00 AM - 11:00 PM (local time).

2. AREAS OF RESPONSIBILITY

2.1 The NY ARTCC provides ATS within the Bermuda Terminal Control Area (TMA), except for the Bermuda Control Zone (CTR) when the CTR is activated.

2.2 The Bermuda Airport Authority provides ATS within the Bermuda CTR when the CTR is activated.

3. TYPES OF SERVICES

3.1 NY ARTCC provides area control service to aircraft on IFR flight plans operating in the Bermuda TMA. Secondary Surveillance Radar (SSR) service is provided.

3.2 NY ARTCC provides approach control service to aircraft on IFR flight plans arriving and departing L.F. Wade International Airport. SSR service is provided.

3.3 Bermuda Airport Authority provides aerodrome control service at L.F. Wade International Airport when the Bermuda CTR is activated. Control tower service is provided.

4. COORDINATION BETWEEN THE OPERATOR AND ATS

4.1 Coordination between the operator and ATS is effected in accordance with Annex 11 to the Convention on Civil Aviation.

4.2 When so requested by an international operator, messages (including position reports) received by Bermuda ATS and relating to the operation of aircraft for which operational control service is provided are, so far as practicable, made available to the operator.

5. MINIMUM FLIGHT ALTITUDES

5.1 The minimum flight altitude is the lowest level at or above the route sector minimum safe altitude/ minimum reception altitude/minimum en route altitude appropriate to the direction of flight as prescribed in the IFR table of cruising altitudes for NY Oceanic Control Area/Flight Information Region (CTA/FIR).

5.2 The Minimum Safe Altitude within 25 NM of Bermuda BDA VOR is 1500 ft AMSL.

6. ATS UNITS ADDRESS LIST

6.1 See Section GEN 3.3.1 for ATS unit addresses.

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GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The Bermuda Airport Authority provides aeronautical telecommunications services for ATS and the Bermuda air navigation system. See Paragraph GEN 1.1.4 for address.

1.2 Communication services are based upon the following ICAO documents:

a. Annex 10, *Aeronautical Communications*

b. Doc 8400, *ICAO Abbreviations and Codes*

c. Doc 8585, *Designators for Aircraft Operating Agencies and Services*

d. Doc 7910, *Location Indicators*

1.3 ATS unit communication service hours coincide with Control Tower operational hours as described in Paragraph GEN 3.3.1.4b.

1.4 Navigational aids operate H24 but are un-monitored when Bermuda Control Tower is closed.

2. AREA OF RESPONSIBILITY

2.1 Bermuda Airport Authority provides telecommunication services to support all operations within the Bermuda CTR and at L.F. Wade International Airport.

3. TYPES OF SERVICES

3.1 Radio navigation services include the following radio navigation aids:

a. VOR/DME

b. ILS/DME

c. VHF/UHF radios

3.2 Bermuda ATS does not provide mobile fixed services.

3.3 Bermuda ATS does not provide broadcasting services.

3.4 English is the only language used for communications services.

3.5 The following references within this AIP provide detailed information related to Bermuda ATS communications facilities and services:

a. Section GEN 2.5.

b. Section ENR 2.1

c. Section ENR 4.1

d. Paragraph AD 2.2.18

e. Paragraph AD 2.2.19

4. REQUIREMENTS AND CONDITIONS

4.1 Air-ground communications serving L.F. Wade International Airport are conducted by radio transmissions in VHF and UHF frequency bands.

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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.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

9.1 Satellite imagery receiving equipment.

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GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICES

1.1 Rescue Coordination Centre (RCC) Bermuda provides search and rescue (SAR) coordination within 200 miles of Bermuda.

Post:	RCC Bermuda Bermuda Maritime Operations Centre (Bermuda Radio) 19 Fort George Hill St. George's GE 02 Bermuda
Phone:	1.441.297.1010
Fax:	1.441.297.1530
Email:	dutyofficer@marops.bm
Email:	operations@rccbermuda.bm

1.2 Rescue Coordination Center Norfolk (U.S. Coast Guard) provides SAR coordination services for oceanic areas (beyond 200 miles) around Bermuda.

Post:	RCC Norfolk Commander ACC, Atlantic Area Federal Building 431 Crawfort Street Portsmouth, VA USA 23704-5004
Phone:	1.757.398.6231
Fax:	1.757.398.6392

1.3 Bermuda SAR services are provided in accordance with the International Aeronautical and Maritime SAR (IAMSAR) Manual.

1.4 U.S. SAR services are provided in accordance with the U.S. National Search and Rescue Supplement to the IAMSAR Manual.

1.5 Bermuda and U.S. SAR service hours are H24.

2. AREA OF RESPONSIBILITY

2.1 The Bermuda Search and Rescue Region is circular extending out from Bermuda in a 200 nautical mile radius.

2.2 The coordinates of the United States Aeronautical Search and Rescue Region - Atlantic are:

a. 401800.00N 0735848.00W

b. 370000.00N 0671300.00W

c. 370000.00N 0400000.00W

d. 221800.00N 0400000.00W

e. 192200.00N 0432500.00W

f. 290000.00N 0691900.00W

g. 335106.00N 0783230.00W

3. TYPES OF SERVICES

3.1 The response to a SAR incident usually proceeds through a sequence of five (5) stages. These stages define the nature of SAR assistance provided at any particular time. A SAR incident may not necessarily include each and every stage, or the stages may overlap.

3.2 The major stages are:

a. Awareness: SAR system becomes aware of an actual or potential incident.

b. Initial Action: Preliminary action taken to alert SAR facilities and obtain amplifying information. This stage may include evaluation and classification of the information, alerting of SAR facilities, preliminary communication checks, extended communication checks, and in urgent cases, immediate action from other stages.

c. Planning: Effective plan of operation is developed, including plans for search, rescue, and final delivery.

d. Operations: SAR facilities proceed to the scene, conduct searches, rescue survivors, assist distressed craft, provide emergency care for survivors, and deliver survivors to a suitable facility.

e. Conclusion: SAR facilities return to their regular location, are debriefed, refuelled, replenished, provided with a fresh crew, and prepared for another mission; documentation of the SAR case is completed.

4. SAR AGREEMENTS

4.1 Specific agreements are not required due to obligations under the International Convention on SAR 1979, however;

4.2 RCC Bermuda and RCC Norfolk have a MOU relating to the coordination of SAR (dated April 2020) in their respective SRRs.

4.3 RCC Bermuda and the U.S. COPAS/SARSAT Mission Control Center (USMCC) have a MOU designating RCC Bermuda as the SAR Point of Contact (SPOC) for ELT satellite distress beacon alerts detected in the Bermuda SRR and from Bermuda registered aircraft operating globally.

5. CONDITIONS OF AVAILABILITY

5.1 SAR response is within two (2) hours of call-out.

6. PROCEDURES AND SIGNALS USED

6.1 Procedures and Signals Used By Aircraft Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined at ICAO Annex 12.

6.2 Communications

a. Transmission and reception of distress messages within the search area are handled in accordance with ICAO Annex 10.

b. For communications during search and rescue operations, the codes and abbreviation published in ICAO Codes and Abbreviations (DOC 8400) are used.

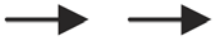
c. The frequency 121.500 MHz is monitored continuously during the hours of service at Bermuda Control Tower and by Bermuda Radio (RCC Bermuda) when the Tower is closed

6.3 RCC Bermuda / Bermuda Radio is able to perform radio direction finding on VHF transmissions from aircraft in Bermuda and NYARTCC airspace.

Ground to Air Emergency Signalling Code

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS		
No.	**Message**	**Code Symbol**
1	Require assistance.	V
2	Require medical assistance.	X
3	No or negative.	N
4	Yes or affirmative.	Y

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS		
No.	**Message**	**Code Symbol**
5	Proceeding in this direction.	

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY RESCUE UNITS		
No.	**Message**	**Code Symbol**
1	Operation completed.	L L L
2	We have found all personnel.	L L
3	We have found only some personnel.	
4	We are not able to continue. Returning to base.	X X
5	We have divided into two groups. Each proceeding in direction indicated.	
6	Information received that aircraft is in this direction.	
7	Nothing found. Will continue to search.	N N

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GEN 4 CHARGES FOR AERODROME AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

Charges shown are in US Dollars

ATC Services during uncontrolled hours for emergency arrivals are provided at no cost.

1. LEGISLATED RATES/SECURITY

1.1 Aviation Security Fees per departing passenger, including general aviation passengers (shown as a separate item on the ticket):

- U.S Preclearance Passengers $18.07
- Non-Preclearance Passengers $18.07

1.2 The actual cost for Security Charge for manpower at Hold Baggage Screening and Passenger Screening is divided amongst airlines.

2. LANDING FEES

2.1 The landing fees payable in respect of an aircraft which lands at L.F. Wade International Airport Bermuda shall be:

a. an aircraft of a signatory airline $4.24 per 1000 pounds gross weight of aircraft (commercial, cargo only & combined).

b. an aircraft of a non-signatory airline $7.86 per 1000 pounds gross weight of aircraft.

c. a general aviation aircraft $7.86 per 1000 pounds gross weight of aircraft.

2.2 During uncontrolled hours of operations:

a. BFRS/ARFF will be called out at CAT 9 (unless other provisions are prearranged and approved).

b. ATC will be called for all mechanical emergencies. All other ATC service requests during uncontrolled hours is per pilot request at a rate of $150.00 per hour with a minimum of 3 hours.

c. Fixed Base Operators (FBO)/Ground Support shall be arranged directly with them.

d. For additional aerodrome related charges, contact the Bermuda Airport Authority for information.

3. PASSENGER SERVICE

3.1 Passenger Facility Charge per departing passenger (shown as a separate item on the ticket):

a. For passengers traveling to, or through, the United States of America $5.22 each.

b. For passengers traveling to other countries $3.92 each.

3.2 Departure Tax $62.92 (shown as a separate item on the ticket).

4. TERMINAL FEES

Commercial - per aircraft	
1-150,000 lbs	$94.60
150,001 - 300,000 lbs (cumulative)	$0.2090/1000 lbs
300,001 - 700,000 lbs	$0.3544/1000 lbs
over 700,00 lbs	$267.68

General aviation - per aircraft	
1-150,000 lbs	$94.60
150,001 - 300,000 lbs (cumulative)	$0.2090/1000 lbs
300,001 - 700,000 lbs	$0.3544/1000 lbs
over 700,000 lbs	$267.68

Commercial - per passenger	
In-transit passenger	$0.5889

General aviation - per passenger	
In-transit passenger	$0.9870
Arriving passenger	$1.56

5. PARKING FEES

Aircraft Parking Commercial/General aviation	
1-150,000 lbs	$32.73
150,001 - 300,000 lbs (cumulative)	$0.2193/1000 lbs
over 300,000 lbs	$0.2487/1000 lbs
Note: Over 3 hours	

6. CARGO CHARGES

6.1 Air cargo $0.0333 per kilo.

7. AIRPORT INFRASTRUCTURE CHARGE

7.1 $37.50 per departing passenger.

8. COMMON USE TERMINAL EQUIPMENT FEE

8.1 $2.29 per departing passenger.

9. AVIATION FUEL THROUGHPUT FEE

9.1 $0.1235 per gallon.

10. AIR BRIDGE RENTAL CHARGE

10.1 $154.23 per use

GEN 4.2 AIR NAVIGATIONSERVICES CHARGES

1. AIR NAVIGATION SERVICE CHARGES

1.1 Bermuda levies no additional charges for the provision of air navigation services.

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PART 2 - ENROUTE (ENR)

ENR 0

ENR 0.1 PREFACE

NIL - Not applicable

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ENR 0.2 RECORD OF AMENDMENTS

NIL - Not applicable

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ENR 0.3 RECORD OF SUPPLEMENTS

NIL - Not applicable

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ENR 0.4 CHECKLIST OF PAGES

NIL - Not applicable

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ENR 0.5 LIST OF HAND AMENDMENTS

NIL - Not applicable

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ENR 0.6 TABLE OF CONTENTS TO PART 2 (ENR)

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

In general, en route ATS procedures are in conformity with the ICAO standards and recommended practices and procedures, as laid down in Annex 11 to the Convention on International Civil Aviation and PANS/RAC Doc 4444-RAC/501.

All flights at or above FL 180 within the NY Oceanic CTA/FIR shall be in accordance with Instrument Flight Rules (IFR). Consequently, all civil aircraft operating into and out of Bermuda must do so in accordance with IFR.

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ENR 1.2 VISUAL FLIGHT RULES

Visual Flight Rules (VFR) are applied in conformity with Chapter 4 of Annex 2 to the Convention on International Civil Aviation.

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ENR 1.3 INSTRUMENT FLIGHT RULES

1. GENERAL PROCEDURES

1.1 IFR generally are applied in conformity with Chapter 5 of Annex 2 to the Convention on International Civil Aviation. Separation standards and procedures applied by NY ARTCC are in accordance with the FAA Handbook 7110.65 – Air Traffic Control.

2. SPECIAL PROCEDURES

2.1 Longitudinal separation minima are established and applied to aircraft operating enroute to the L.F. Wade International Airport, Bermuda TMA in accordance with FAA and ICAO standards and recommended practices for oceanic control by NY ARTCC. TMA arriving and departing L.F. Wade International Airport, Bermuda, is under Bermuda Tower/ATC.

2.2 Lateral separation minima are established and applied to aircraft operating enroute to the L.F. Wade International Airport, Bermuda TMA in accordance with FAA and ICAO standards and recommended practices for oceanic control by NY ARTCC. TMA arriving and departing L.F. Wade International Airport, Bermuda, is under Bermuda Tower/ATC.

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. TMA

1.1 The Bermuda TMA is classified as Class E airspace; extends from 1,200 ft (365 m) AGL up to 4,000 ft (1,220 m) MSL. There are areas where Class E airspace begins at either the surface or 700 ft AGL, these areas are used to transition between the terminal and enroute environments (around non-towered airports).

1.2 The vertical limits extend from 700 ft up to 50,000 ft MSL within 50 NM of the ARP and then from 4,000 ft to 50,000 ft MSL within 180 NM of the ARP (see Figure 1 - ENR-2.1).

2. CTR

2.1 The L. F. Wade International Airport Bermuda control zone is classified as Class D airspace; 4.4 NM radius of airfield (32°21’50.551’’N 064°40’43.330’’W) from the surface up to and including 2,500 ft AGL with the following extensions: 1.7 NM either side of VOR 301/114/117 degree radials, extending to 7 NM each.

Note: Class D Airspace reverts to Class E Airspace during uncontrolled operations.

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. DEVELOPMENT

1.1 Holding, approach and departure procedures are developed in accordance with Pans Ops design criteria. All IFR departure procedures and separation standards applied by NY ARTCC are in accordance with the FAA Handbook 7110.65 - Air Traffic Control.

2. ADDITIONAL INFORMATION

2.1 All IFR flights departing Bermuda will be issued an ATC clearance including climb instructions to be issued by NY ARTCC and transmitted by Bermuda Control Tower on a specified frequency for ATC clearance.

2.2 All IFR departure aircraft shall generally be cleared up to FL230 and to fly runway heading until given a turn on course by NY ARTCC.

2.3 ATC will issue SID and STAR to aircraft departing and arriving TXKF during non-radar periods.
Pilots may request or file SID and STAR during radar periods.

2.4 When congestion of inbound IFR traffic exists, NY ARTCC may instruct a departing aircraft to make an off-course climb for a specific distance and/or to a specific altitude.

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ENR 1.6 RADAR SERVICES AND PROCEDURES

1. PRIMARY RADAR

1.1 There is no primary radar service in Bermuda. NY ARTCC will assign specific IFR flight levels or altitudes to non-transponder equipped aircraft or aircraft with an inoperative transponder.

2. SECONDARY SURVEILLANCE RADAR

2.1 NY ARTCC provides Secondary Surveillance Radar (SSR) service. All inbound transponder equipped aircraft shall remain on last ATC assigned beacon code upon entering the Bermuda TMA.

2.2 Information on the use of SSR for emergency procedures, radio communication failure and unlawful interference procedures, the system of SSR code assignment and a graphic portrayal of area of SSR coverage may be found in appropriate U.S. FAA charts and publications.

2.3 SSR service interruptions due to planned maintenance occur on the first Tuesday of each month between 1230-1330Z (1130-1230Z during Atlantic Daylight Savings Time), when non-radar procedures are in effect. Non-radar procedures require aircraft to file BORNN1 or SOMMR1 SID, and to expect a minimum 15-minute departure delay.
Additional SSR planned maintenance occurs once every three (3) months (quarterly).

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. GENERAL

1.1 Altimeter setting procedures at Bermuda conform to ICAO requirements. The altimeter setting will be given in hectopascals (hPa). It will be provided in inches of mercury on request from the pilot.

1.2 QNH altimeter setting is made available to aircraft in the routine take-off and climb instructions.

1.3 Aircraft operating below 18,000 feet AMSL shall maintain the station altimeter setting provided by ATS.

1.4 Aircraft operating above 18,000 feet MSL shall maintain an altimeter setting of 1013 hectopascals (hPa).

2. VERTICAL DISPLACEMENT OF AIRCRAFT

2.1 Responsibility for the vertical displacement of aircraft rests with NY ARTCC.

a. The vertical displacement of aircraft, when at or above the transition level is expressed in terms of flight level, and the displacement at or below the transition altitude is expressed in terms of altitude.

b. While passing through the transition level, vertical separation is expressed in terms of altitude when descending and in terms of flight level when ascending.

3. CRUISING LEVELS

3.1 Cruising levels in the Bermuda TMA are as established for the NY Oceanic CTA/FIR.

4. REGIONAL QNH

4.1 The aerodrome QNH at L. F. Wade International Airport serves as the Bermuda TMA QNH. Aircraft required to maintain vertical position by reference to a QNH altimeter setting must use the aerodrome QNH.

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

Aircraft arriving and departing Bermuda operate in the NY Oceanic CTA/FIR.

North Atlantic (NAT) regional procedures supplementary to the provisions contained in Annex 2, Annex 6 - Parts I and II, Annex 11, PANS-RAC (Doc 4444) and PANS-OPS (Doc 8168) do not apply in the Bermuda TMA.

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

Air Traffic Flow Management (ATFM) is under the auspices of NY ARTCC.

All ATFM procedures are contained in appropriate FAA charts and publications.

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ENR 1.10 FLIGHT PLANNING

All information concerning IFR flight planning procedures for aircraft operating into and out of Bermuda or through the Bermuda TMA are contained in appropriate FAA charts and publications.

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

All information concerning IFR flight plan messages for aircraft operating into and out of Bermuda or through the Bermuda TMA are contained in appropriate FAA charts and publications.

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

There are no established procedures for the interception of civil aircraft by Bermuda.

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ENR 1.13 UNLAWFUL INTERFERENCE

The pilot-in-command of any aircraft experiencing unlawful interference within the Bermuda Control Zone is to report it to Bermuda Tower, followed by a written report to the Aerodrome Operator outlining all details of the incident.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. AIR TRAFFIC INCIDENTS IN BERMUDA CONTROL ZONE

1.1 Any air traffic incident that occurs within the Bermuda Control Zone is to be reported to the Bermuda Civil Aviation Authority.
Use Mandatory Occurrence Report (MOR) Form AW209 to be found at:
http://www.bcaa.bm

1.2 All incidents which occur within the CTR shall be reported to the BCAA and Aerodrome Operator, however as control of the TMA rests with New York, any incident which occurs within the TMA but outside of the CTR would be reported to New York who can advise the local authority (BCAA and Aerodrome Operator) at their discretion.

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

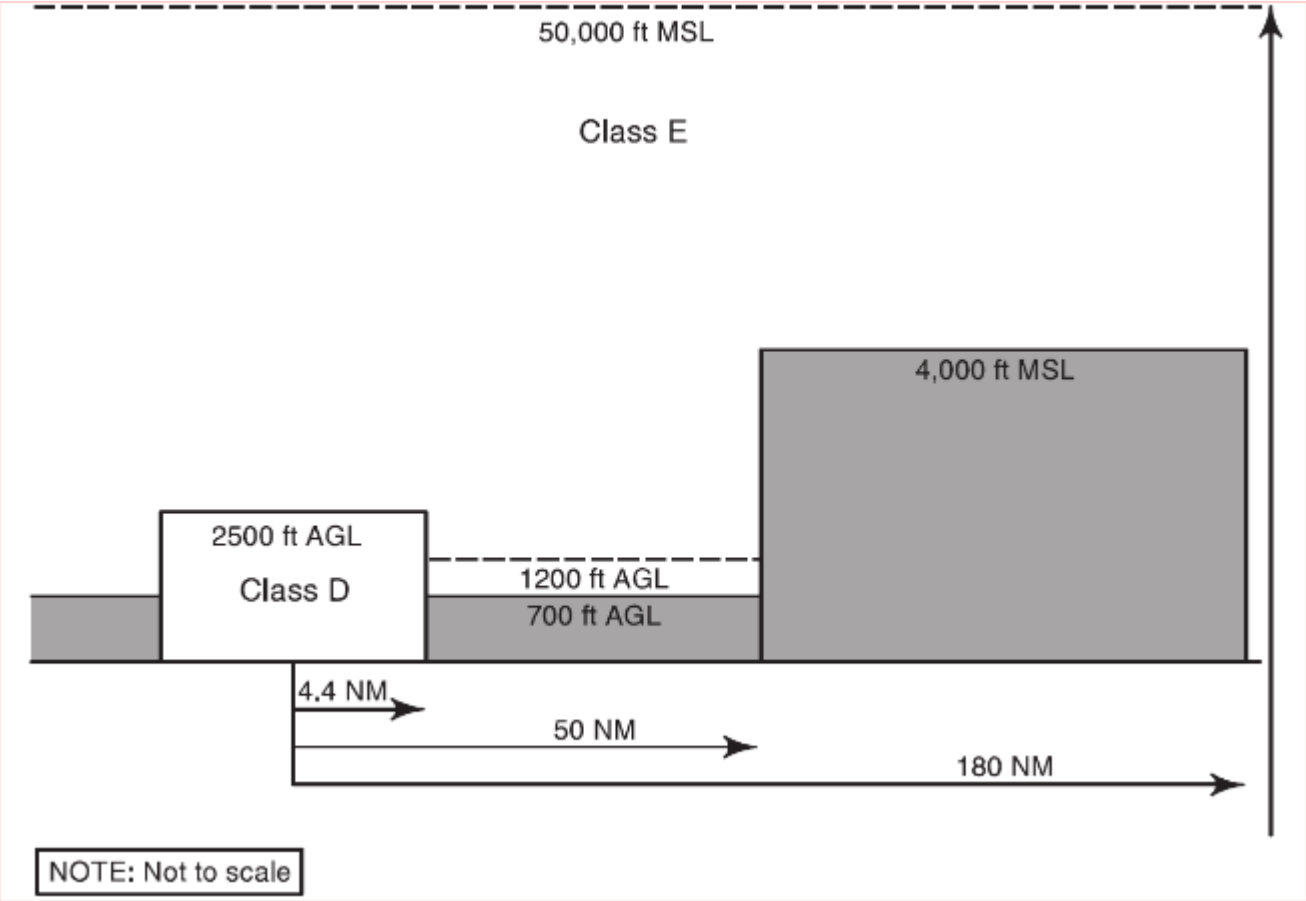
ENR 2.1 BERMUDA TMA

1. DIMENSIONS

1.1 The Bermuda TMA is established within a 180 NM radius around the Bermuda VOR/DME (BDA) [see Section ENR 4.1].

1.2 The vertical limits extend from 700 ft AGL up to 50,000 ft MSL within 50 NM of the ARP and then from 4,000 ft to 50,000 ft MSL within 180 NM of the ARP (see Figure 1 - ENR-2.1).

Figure 1. Bermuda TMA



2. SERVICES

2.1 NY ARTCC provides en-route and terminal ATS.

2.2 Service is provided in English only.

2.3 En-route service is provided on 128.500 MHz and 239.000 MHz.

2.4 Arrival and departure control is provided on 119.100 MHz and 229.400 MHz.

2.5 Departure clearance is provided on 124.500 MHz.

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ENR 2.2 OTHER RELATED AIRSPACE

There is no other Bermuda-related airspace.

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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							

ENR 3.2 Area Navigation Routes

NIL

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ENR 3.3 Other Routes

NIL

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ENR 3.4 En-Route Holding

NIL

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ENR 3.5

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ENR 3.6

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – EN ROUTE

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Bermuda VOR/ DME VOR/DME	BDA	113.900 MHz	H24	322151.79N 0644122.46W	53 ft AMSL	VOR/DME unusable: R-005 clockwise to R-015 beyond 20 NM below 3000 ft AMSL R-016 clockwise to R-049 beyond 20 NM below 3500 ft AMSL R-050 clockwise to R-079 beyond 37 NM below 2000 ft AMSL R-231 clockwise to R-255 beyond 30 NM below 2500 ft AMSL R-346 clockwise to R-004 beyond 20 NM below 1500 ft AMSL
Bermuda Secondary Surveillance Radar SSR			H24	322202.73N 0644037.96W		New York Center

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Information concerning special navigation systems (if applicable) is contained in appropriate FAA charts and publications.

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM

NIL

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ENR 4.4 NAME CODE DESIGNATIONS FOR SIGNIFICANT POINTS

FIX	COORDINATES	AIRWAY	REMARKS BDA RADIAL / DISTANCE
1	2	3	4
ANTIG	312905N 0680338W	M328	NIL R-268.78 / 180 NM
ANVER	351507N 0654116W	L462, M590	NIL R-359.08 / 180 NM
AWSOM	330137N 0672028W	L457, L459, M325	NIL R-302.08 / 140 NM
BALOO	342419N 0620814W	M330	NIL R-060.58 / 177 NM
BALTN	304125N 0673620W	M329	NIL R-251.84 / 180 NM
BOBBO	322211N 0671215W	L459, M326, M327	NIL R-285.72 / 128 NM
BOVIC	345225N 0664003W	L461, M591	NIL R-342.04 / 180 NM
CATZZ	310457N 0665630W	L459, M329	NIL R-251.84 / 138 NM
DASER	340819N 0673439W	L459, M592	NIL R-321.86 / 180 NM
ENAPI	331222N 0680622W	L457, M325	NIL R-302.08 / 180 NM
FLAMO	332236N 0661835W	L461, M592	NIL R-321.86 / 102 NM
GECAL	292528N 0652517W	L458, L461, M331	NIL R-207.20 / 180 NM
GUICE	324425N 0660941W	L457, L461, M325	NIL R-302.08 / 78 NM
JIMAC	322127N 0681354W	M326, M327	NIL R-285.72 / 180 NM
KURTS	300959N 0642943W	L462, M331	NIL R-190.51 / 132 NM
LAZEY	333520N 0612906W	M329	NIL R-079.64 / 178 NM
LITTL	322225N 0660437W	L461, M326, M327	NIL R-285.72 / 71 NM
NUMBR	324014N 0611132W	M328, M331	NIL R-098.06 / 178 NM
PIERC	320207N 0655958W	L461, M328	NIL R-268.78 / 70 NM
PIREX	292228N 0641916W	L462, M590, M591, M592	NIL R-188.74 / 180 NM
QRTET	314508N 0670439W	L459, M328	NIL R-268.78 / 127 NM
QINCY	352200N 0642800W	Nil	NIL R-018.48 / 180.16

FIX	COORDINATES	AIRWAY	REMARKS BDA RADIAL / DISTANCE
1	2	3	4
RNGRS	350400N 0630900W	Nil	NIL R-040.04 / 179.24
ROOFE	314029N 0655504W	L461, M329	NIL R-251.84 / 75 NM
SEAVR	294156N 0630425W	L576	NIL R-347.68 / 180 NM
SHEIL	295435N 0664232W	L459, M330	NIL R-230.71 / 180 NM
SICKL	310333N 0654647W	L461, M330	NIL R-230.71 / 96 NM
TONEY	301323N 0642524W	M331, M590, M591, M592	NIL R-188.74 / 129 NM
WINGZ	313831N 0611720W	M327	NIL R-118.00 / 179 NM
YEPSY	315153N 0621715W	M327, M331	NIL R-118.00 / 126 NM

ENR 4.5 AERONAUTICAL GROUND LIGHTS – EN ROUTE

NAME	TYPE	INTENSITY	LIGHT COLORS	COORDINATES	REMARKS
1	2	3	4	5	6
St. David's	Lighthouse	1000 Watts	Fixed red and green / Flashing white every 20 seconds	322150.48N 0643906.11W	Operates sunset to sunrise

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREA

Nil

2. RESTRICTED AREA

Nil

3. DANGER AREA

Nil

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENSE IDENTIFICATION ZONE (ADIZ)

Note: There is no Bermuda ADIZ.

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

There are no other activities of a dangerous nature or other potential hazards in Bermuda airspace.

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ENR 5.4 AIR NAVIGATION OBSTACLES - ENROUTE

OBST ID or designation	OBST type	OBST position	ELEV MSL (feet)	OBST LGT Type/Colour	Remarks
1	2	3	4	5	6
1	Pole	322140.53N 0643936.58W	22	LIT-Red/Steady	RWY 12
2	Pole	322139.13N 0643936.90W	22	LIT-Red/Steady	RWY 12
3	Pole	322137.16N 0643937.34W	22	LIT-Red/Steady	RWY 12
4	Mobile Vehicle	322139.01N 0643935.97W	30	Nil	RWY 12
5	Tower	322140.18N 0643926.57W	73	Nil	RWY 12
6	Transient Tall Vessel	322112.39N 0643701.42W	280	Nil	RWY 12

OBST ID or designation	OBST type	OBST position	ELEV MSL (feet)	OBST LGT Type/Colour	Remarks
1	2	3	4	5	6
1	Building	322158.89N 0644147.39W	26	Nil	RWY 30
2	Pole	322202.32N 0644148.65W	23	Nil	RWY 30
3	Pole	322201.94N 0644149.55W	23	Nil	RWY 30
4	Building	322207.97N 0644202.02W	57	Nil	RWY 30
5	Building	322206.06N 0644204.90W	54	Nil	RWY 30
6	Building	322205.87N 0644206.39W	79	Nil	RWY 30
7	Building	322206.72N 0644208.58W	93	Nil	RWY 30
8	Building	322207.19N 0644207.58W	105	LIT-Red/Steady	RWY 30
9	Building	322206.45N 0644209.64W	93	Nil	RWY 30
10	Building	322207.16N 0644212.65W	80	Nil	RWY 30
11	Building	322204.05N 0644216.69W	60	Nil	RWY 30
12	Building	322202.97N 0644218.09W	69	Nil	RWY 30
13	Building	322205.73N 0644206.42W	72	Nil	RWY 30
14	Ground	322210.39N 0644221.12W	80	Nil	RWY 30
15	Antenna	322205.32N 0644220.99W	144	LIT-Red/Steady	RWY 30
16	Antenna	322202.60N 0644225.12W	145	LIT-Red/Steady	RWY 30
17	Transient Tall Vessel	322217.98N 0644323.27W	210	Nil	RWY 30

OBST ID or designation	OBST type	OBST position	ELEV MSL (feet)	OBST LGT Type/Colour	Remarks
1	2	3	4	5	6
1	Antenna	321801.60N 0644555.53W	464	Nil	Nil
2	Antenna (BPS)	322021.63N 0644217.40W	292	Nil	Nil
3	Tucker's Point Hotel	322018.87N 0644215.90W	238	Nil	Nil
4	Weather Radar Dome Tower	322104.19N 0643928.52W	151	Nil	Nil
5	ATS Tower/Rotating Beacon	322200.63N 0644038.49W	164	(White/Green)	Nil
6	St. David's Lighthouse	322150.48N 0643906.11W	231	Intermittent White	Nil
7	Harbour Radio/Ft. George Antenna	322249.11N 0644058.33W	345	Intermittent White	Nil
8	Hangar	322207.84N 0644110.59W	75	LIT-Red/Steady	Nil

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

No aerial sporting and recreational activities take place in the vicinity of the aerodrome.

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

Aerodrome intermittent periods of high shorebird activity due to seasonal migratory patterns. The migratory season begins in early October and runs through early April with bird activity at its highest approximately between sunrise and sunset. Exercise extreme caution when flying during these times.

Bermuda fauna are protected by overflight restrictions unless cleared by the Aerodrome Operator.

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ENR 6 LIST OF EN-ROUTE CHARTS - AIRSPACE AND ROUTES

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LEGEND		
Terminal Control Area	(TMA)	
Control Zone	(CTR)	
Restricted Airspace		
Reporting Points		
Distance Nautical Miles		257
Route Designator		L459
Minimum En-Route Altitude Route MOCA		6000 1000a
Magnetic Bearing		139°
Navaids		BERMUDA VOR/DME 113.9 CH 86X BDA N32°21.9' E064°41.4' 53
Grid MORA		1o

QNE (FL180 or above)
QNH (18000 or below)

MINIMUM SAFE ALTITUDE WITHIN 25 NM OF BDA VOR 1500 AMSL

180 NM

50 NM

50 NM

QINCY
N35 22.0
W064 28.0

RNGRS
N35 04.0
W063 09.0

OVAPI

SOORY

KINER

ANVER
N35 15.1
W065 41.3

BOVIC
N34 52.4
W066 40.1

DARUX

DARUX

SKPPR

NOSID
N34 06.6
W068 54.9

DASER
N34 08.3
W067 34.7

BEXUM

PERDO

ENAPI
N33 12.4
W068 06.4

FLAMO
N33 22.6
W066 18.6

BALOO
N34 24.3
W062 08.2

LAZEY
N33 35.3
W061 29.1

AWSOM
N33 01.6
W067 20.5

GUICE
N32 44.4
W066 09.7

NUMBR
N32 40.2
W061 11.5

ALOBI

JIMAC
N32 21.5
W068 13.9

BOBBO
N32 22.2
W067 12.3

LITTL
N32 22.4
W066 04.6

SAVON

PIERC
N32 02.1
W066 00.0

QRTET
N31 45.1
W067 04.6

ROOFE
N31 40.5
W065 55.1

YEPSY
N31 51.9
W062 17.2

WINGZ
N31 38.5
W061 17.3

TASNI

EMAKO
N31 23.8
W068 14.3
(M328 on request)

ANTIG
N31 29.1
W068 03.6

CATZZ
N31 05.0
W066 56.5

SICKL
N31 03.5
W065 46.8

BALTN
N30 41.4
W067 36.3

KURTS
N30 10.0
W064 29.7

TONEY
N30 13.4
W064 25.4

BOREX

SHEIL
N29 54.6
W066 42.5

GECAL
N29 25.5
W065 25.3

PIREX
N29 22.5
W064 19.3

SEAVR
N29 41.9
W063 04.4

DUNIG

MEGGG

TALSU

MEGGG

TALSU

BRKZZ

KOZIK

RKDIA

TMA
BERMUDA
E FL 500
4000
NY ARTCC

CTR
BERMUDA
D 2500 AGL
SFC
BERMUDA TOWER
Normal Hours of Operation:
0700 - 2300 (Local Time)

For CTR dimensions refer to VAC on AD 2-1-31.

TMA
BERMUDA
E FL 500
700 AGL
NY ARTCC

BERMUDA
VOR/DME 113.9
CH 86X
BDA
N32°21.9'
W064°41.4'
53
L. F. Wade Intl
18

15°W (2007)

SCALE 1 : 1 500 000

10 0 10 20 30 40 50 KM
5 0 10 20 NM

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AMENDMENT: Airway L576 established, Waypoints QINCY, RNGRS and SEAVR established.

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PART 3 - AERODROMES (AD)

AD 0

AD 0.1 PREFACE

NIL - Not applicable

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AD 0.2 RECORD OF AMENDMENTS

NIL - Not applicable

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AD 0.3 RECORD OF SUPPLEMENTS

NIL - Not applicable

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AD 0.4 CHECKLIST OF PAGES

NIL - Not applicable

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AD 0.5 LIST OF HAND AMENDMENTS

NIL - Not applicable

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AD 0.6 TABLE OF CONTENTS TO PART 3 (AD)

AD 1 AERODROME - INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1. L. F. Wade International Airport is available to aircraft operators as specified in Section GEN 1.2.
2. Airport services are based upon the following documents:
   a. Annexes to the Convention on International Civil Aviation.
   b. Rules of the Air and Air Traffic Services Doc 4444-RAC/501/12.
   c. Airport Services Manual Doc 9137-AN/898.
   d. Airport Planning Manual Doc 9184-AN/902.
   e. Manual of Surface Movement and Guidance Control Systems Doc 9476-AN/927.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. RESCUE AND FIRE FIGHTING SERVICES

1.1 Rescue and fire fighting services are provided in accordance with ICAO Airport Services Manual Doc 9137-AN/898 Part 1 and OTAR 140.

1.2 See Paragraph AD 2.6 for information specific to L. F. Wade International Airport.

2. SNOW PLAN

2.1 Not Applicable.

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AD 1.3 INDEX TO AERODROME

Type of Traffic Permitted to Use the Aerodrome				
Aerodrome Name / Location / Identifier	**International – National (INTL – NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-Scheduled P = Private**	**Reference to AD Section and Remarks**
1	**2**	**3**	**4**	**5**
L. F. Wade International Airport / St. George's / TXKF	INTL	IFR/VFR	S + NS + P	AD 2.1

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AD 1.4 GROUPING OF AERODROMES

L. F. Wade International Airport is the only aerodrome in Bermuda.

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AD 2 AERODROMES

L.F. WADE INTERNATIONAL AIRPORT - Bermuda

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.16, AD-2.25

TXKF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TXKF - L.F. WADE INTERNATIONAL AIRPORT

TXKF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	322150.55N 0644043.33W
2	**Direction and distance from Hamilton**	6 NM northeast
3	**Elevation/Reference temperature**	18 ft AMSL / 85.5° F (29.7°C)
4	**Geoid undulation at AD ELEV PSN**	Not available
5	**MAG VAR/Annual Change**	15° W (2021) increasing about 2' annually
6	**AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address**	See Paragraph GEN 1.1
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	AD reference code: Code 4E

TXKF AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	0500 – 0000 (local time), Monday through Friday
2	**Customs and immigration**	1030 – 2300 (local time); officer on call after hours for emergency
3	**Health and sanitation**	Provided by Bermuda Customs and Immigration
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	0900 – 1700 (local time)
6	**Meteorological Briefing Office**	H24
7	**Air Traffic Services**	0700 – 2300 (local time)
8	**NOTAM Office**	H24
9	**Fuelling**	0600 – 2300 (local time); on call after hours
10	**Handling**	0800 – 2000 (local time); on call for emergency 441.293.1333
11	**Security**	H24
12	**De-icing**	Nil
13	**Remarks**	H24 Duty Officers Assistance

TXKF AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-Handling Facilities**	Limited
2	**Fuel / Oil Types**	Jet A-1; AVGAS not available / Oil nil
3	**Fuelling Facilities / Capacity**	Hydrant points on Apron I and Apron VII; 5,000 Gals/19,000 Litres fuel truck utilized on Apron IV and all other locations
4	**De-icing Facilities**	Nil
5	**Hangar Space for Visiting Aircraft**	Limited
6	**Repair Facilities for Visiting Aircraft**	Limited
7	**Remarks**	AVGAS 100LL will not be stored or dispensed on the aerodrome. All flights are to be ground handled by the following approved agencies. These authorized independent agencies reserve the right to accept or reject any request.
		• Cedar Aviation Services Ltd. (Located on Apron IV) P.O. Box HM 2272 Hamilton HM JX, Bermuda SITA: BDAOOXH Cable: SERVAIR BDA Telephone: 1.441.293.1333 Telefax: 1.441.293.8529 VHF Frequency: 131.600 MHz
		• Menzies Aviation Bermuda Ltd. P.O. Box CR 28 Crawl CRBX, Bermuda Telephone: 1.972.210-5821 Email: brian.mccormick@menziesaviation.com Internet: www.menziesaviation.com

TXKF AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Grotto Bay Hotel
2	**Restaurants**	Airport restaurant and bar
3	**Transportation**	Buses, limousines, and taxis; no rental cars, scooter rental
4	**Medical Facilities**	• First aid room at airport (not staffed) • King Edward VII Memorial Hospital 7 Point Finger Road Paget DV 04 Bermuda Telephone: 1.441.236.2345 • East End Medical Facility Southside Road St. David's DD 03
5	**Bank and Post Office**	St. George's and Hamilton; cash dispensing machines at airport
6	**Tourist Office**	No Tourist Information office at airport; Tourist Information Desk in arrivals hall
7	**Remarks**	Duty-free shops at airport open during scheduled carrier operations

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.

TXKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (feet)	Strength (PCN) and Surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY (feet AMSL)
1	2	3	4	5	6
12	101.45°	9705 x 150	PCN 80/F/A/W/U Asphalt	322158.94N 0644132.10W	THR 18
30	281.45°	9705 x 150	PCN 80/F/A/W/U Asphalt	322141.00N 0643947.81W	THR 18

Designations RWY NR	Slope of RWY/SWY	SWY Dimensions (feet)	CWY Dimensions (feet)	Strip Dimensions (feet)	OFZ
1	7	8	9	10	11
12	Nil	Nil	Nil	10,098 x 984	Not available
30	Nil	Nil	Nil		

Designations RWY NR	Remarks
1	12
12	RESA (feet): 755 x 492 Rwy End 322200.08N 0644138.71W Elev 18 ft
30	RESA (feet): 377 x 492

TXKF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	9705	9705	9705	9127	Nil
30	9705	9705	9705	9705	Nil

TXKF AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway Designation	Approach	Decision	Threshold	PAPI
1	2	3	4	5
12	High intensity approach lights (SSALS) consisting of a series of 7 light bars, except decision bar 19 lights and last bar 8 lights, extending 1380 ft from the approach end of the runway	White bar 1000 ft from threshold	Green lights	Right side of runway / 4-Box Type / Glideslope Angle: 3°24' / RDH 50 ft
30	High intensity approach lights consisting of a series of 14 light bars with 5 lights in each bar, except decision bar 23 lights and last bar 11 lights, extending 1500 ft from the approach end of the runway / sequenced flashing lights – 6 white, sequenced flashing lights associated with outer 6 bars of approach lights	White bar 1000 ft from threshold	Green lights	Left side of runway / 4-Box Type / Glideslope Angle: 3°00' / Located 1265 ft from threshold lights; collocated with ILS glideslope / RDH 53 ft / MEHT 61 ft

Runway Designation	Runway Edge	Touchdown Zone / Centreline / Stopway	Runway End	Remarks
1	6	7	8	9
12	Bi-directional LED white (amber/white last 1941 ft) runway lights with 5 levels of intensity spaced 60 m apart	Bi-directional LED white runway centerline (red last 1000 ft) spaced 30 m, 5 intensity levels	2 bars of 4 red lights at threshold	Runway Aiming Point not coincident with PAPI location and angle
30	Bi-directional LED white (last 1941 ft comprises amber/white for 1403 ft and amber/red for 538 ft) runway lights with 5 levels of intensity spaced 60 m apart	Bi-directional LED white runway centerline (red last 1000 ft) spaced 30 m, 5 intensity levels	2 bars of 4 red lights at threshold	Lighting system conforms with CAT I ALSF-I

TXKF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. PILOT CONTROL OF AIRPORT LIGHTING

For PPR requirements refer to GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT.

Radio control of lighting is available daily during hours of non-tower operation from 2300 to 0700 LMT (0300 to 1100 UTC or 0200 to 1000 during Atlantic Daylight Savings Time). Pilot control of airport lighting operates on the Common Traffic Advisory Frequency (CTAF) 122.800 MHz. IFR clearance is available from NY ARTCC on frequency 128.500 MHz.

The control system consists of a 3-step control responsive to 7, 5, and/or 3 microphone clicks. This 3-step control will turn on lighting facilities capable of 3-step, 2-step, or 1-step operation. All lighting is illuminated for a period of 15 min- utes from the most recent time of activation and may not be extinguished prior to the end of the 15-minute period.

Suggested use is to always initially key the micro- phone 7 times; this assures that all control lights are

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

AERODROME CHART - ICAO

32 21 50.55 N
064 40 43.33 W

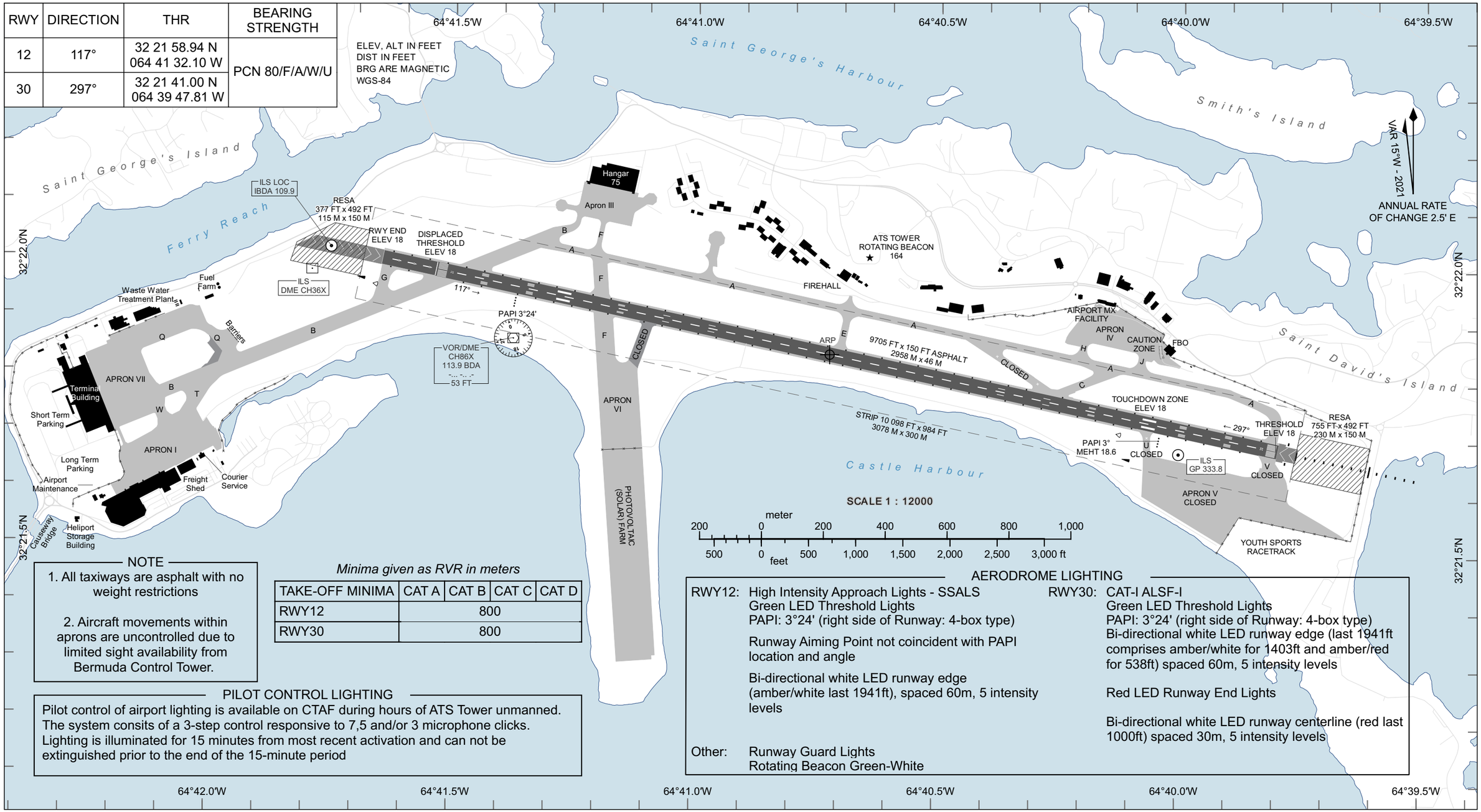
ELEV
18ft / 5.59 m

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

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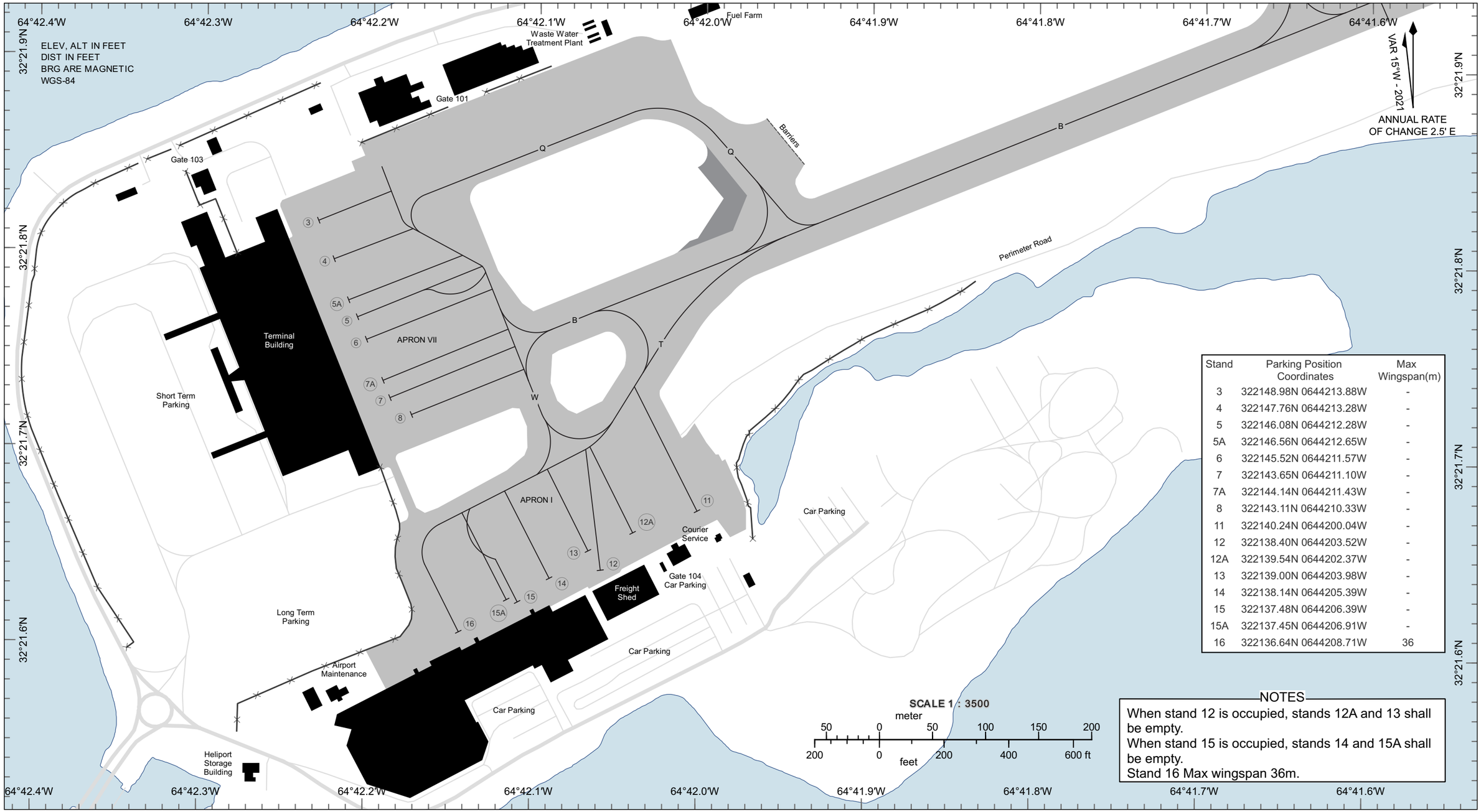
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON I & VII - PARKING DIAGRAM

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

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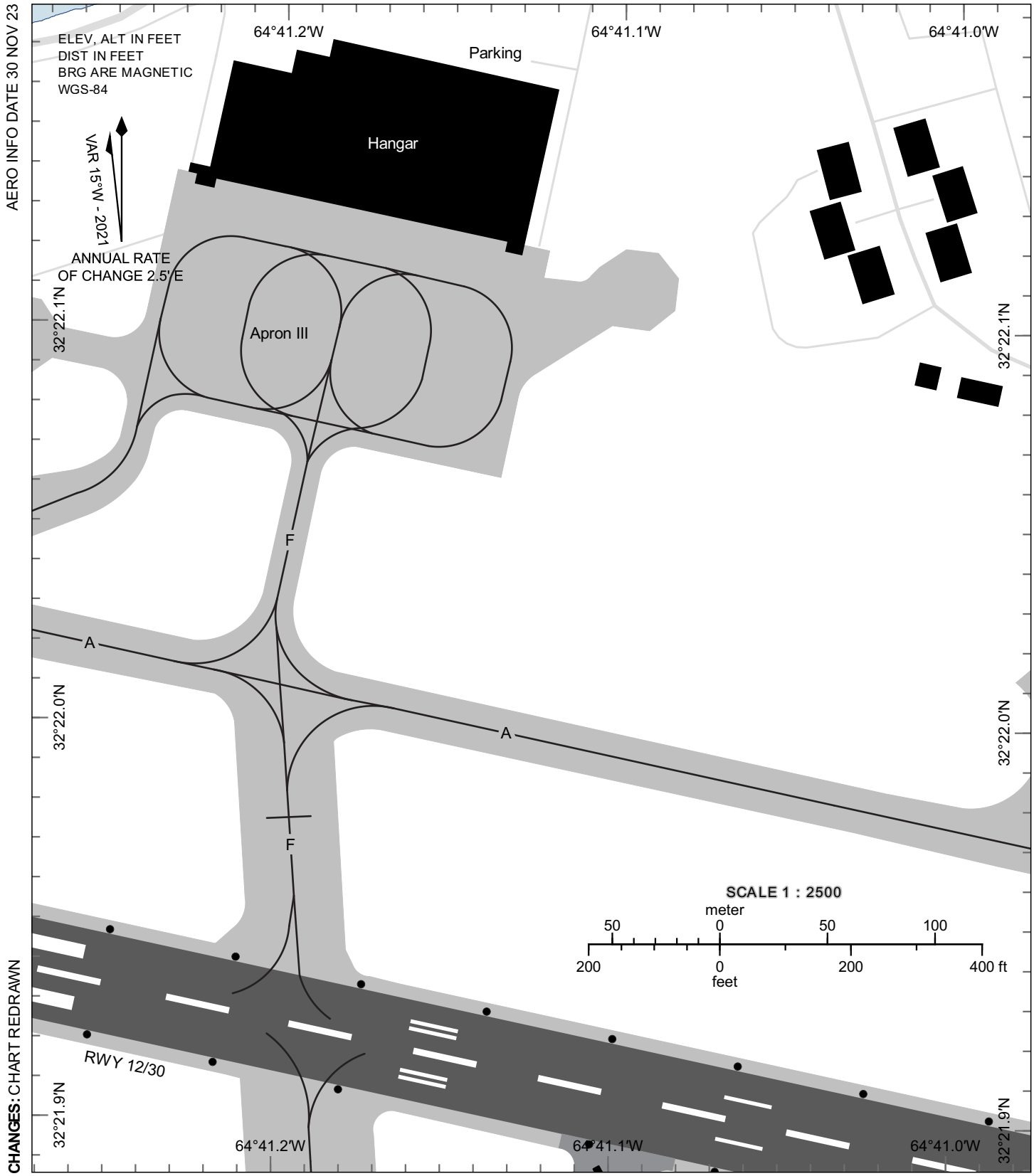
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON III

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)



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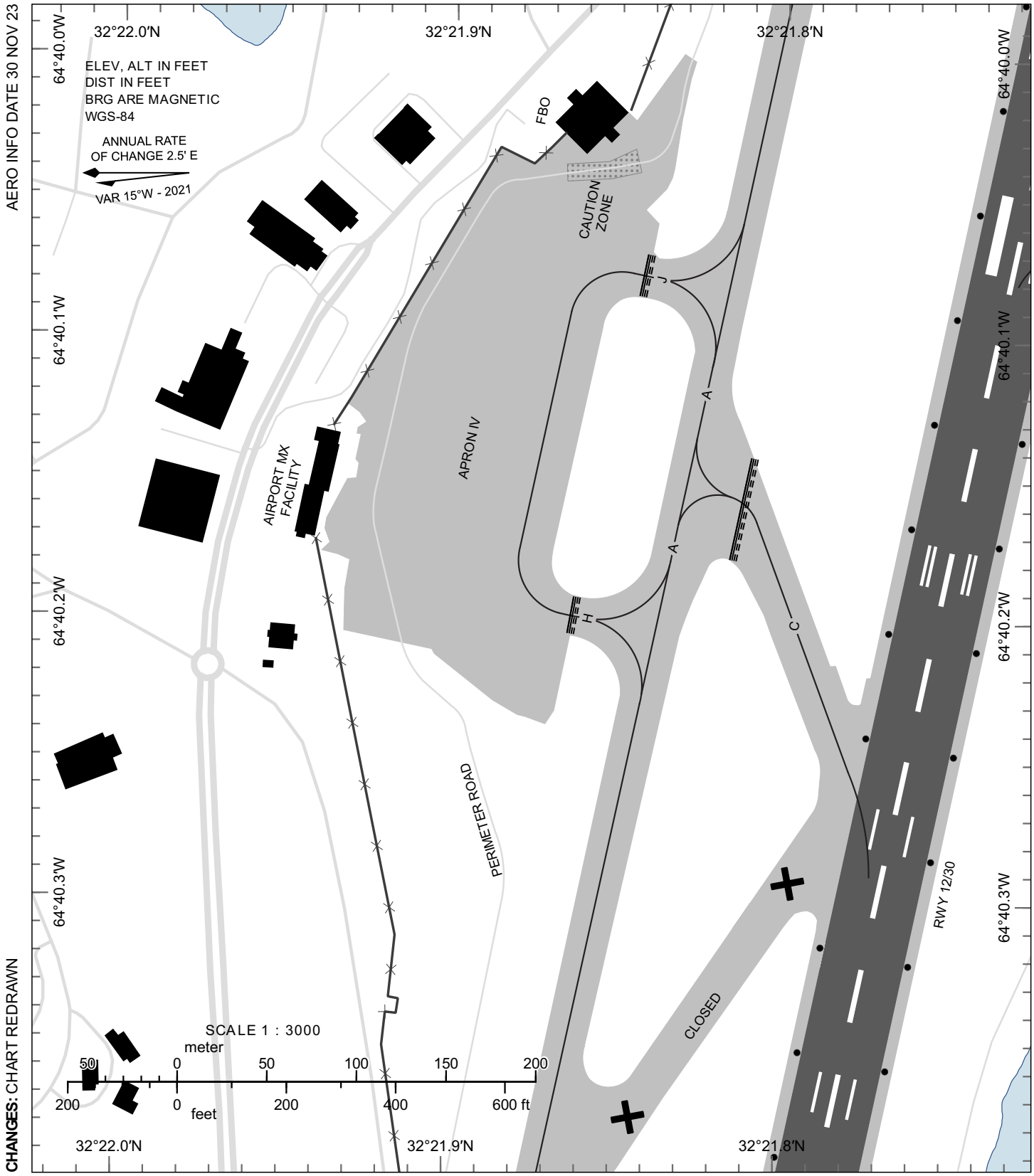
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON IV

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)



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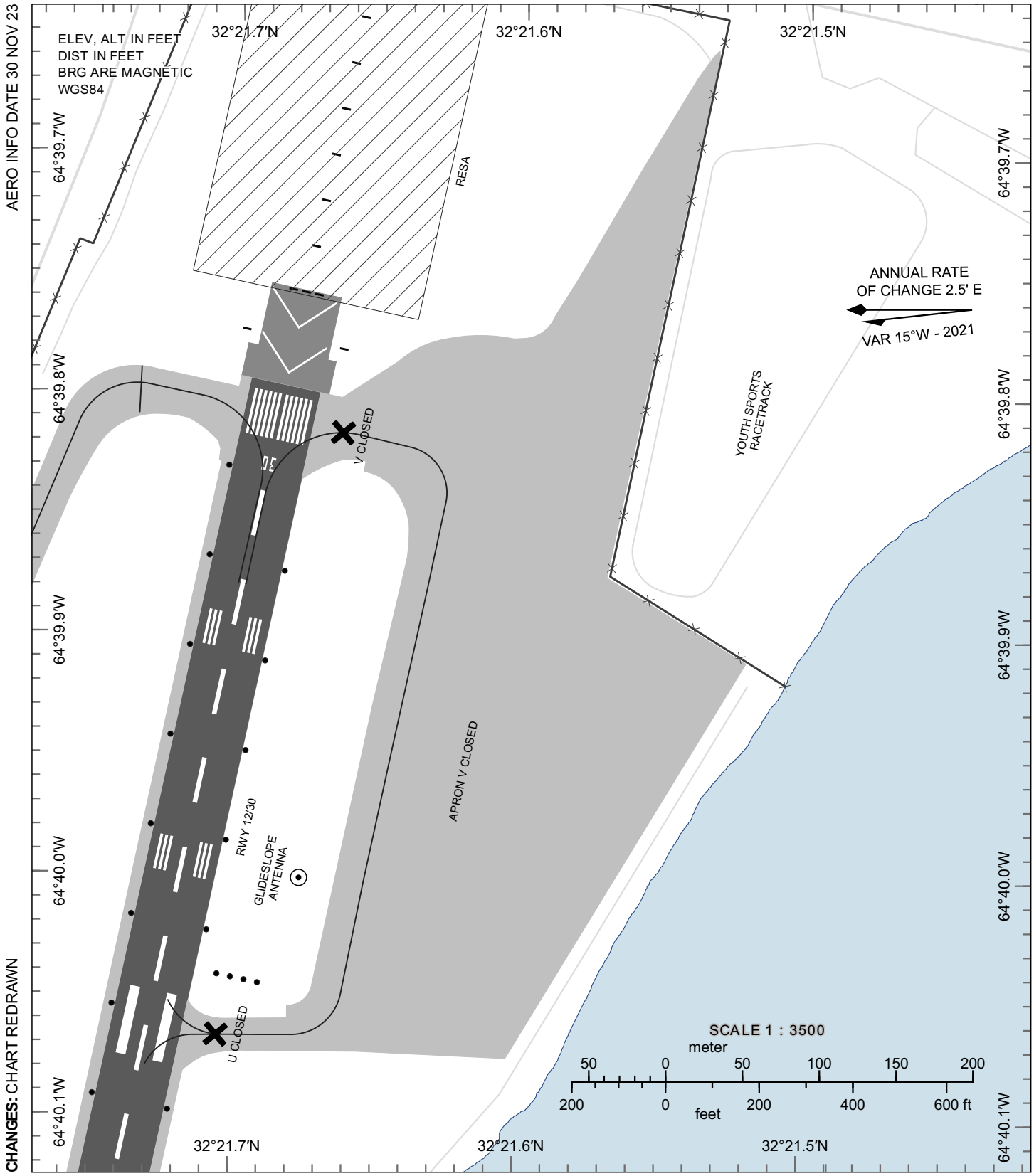
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON V - PARKING DIAGRAM

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)



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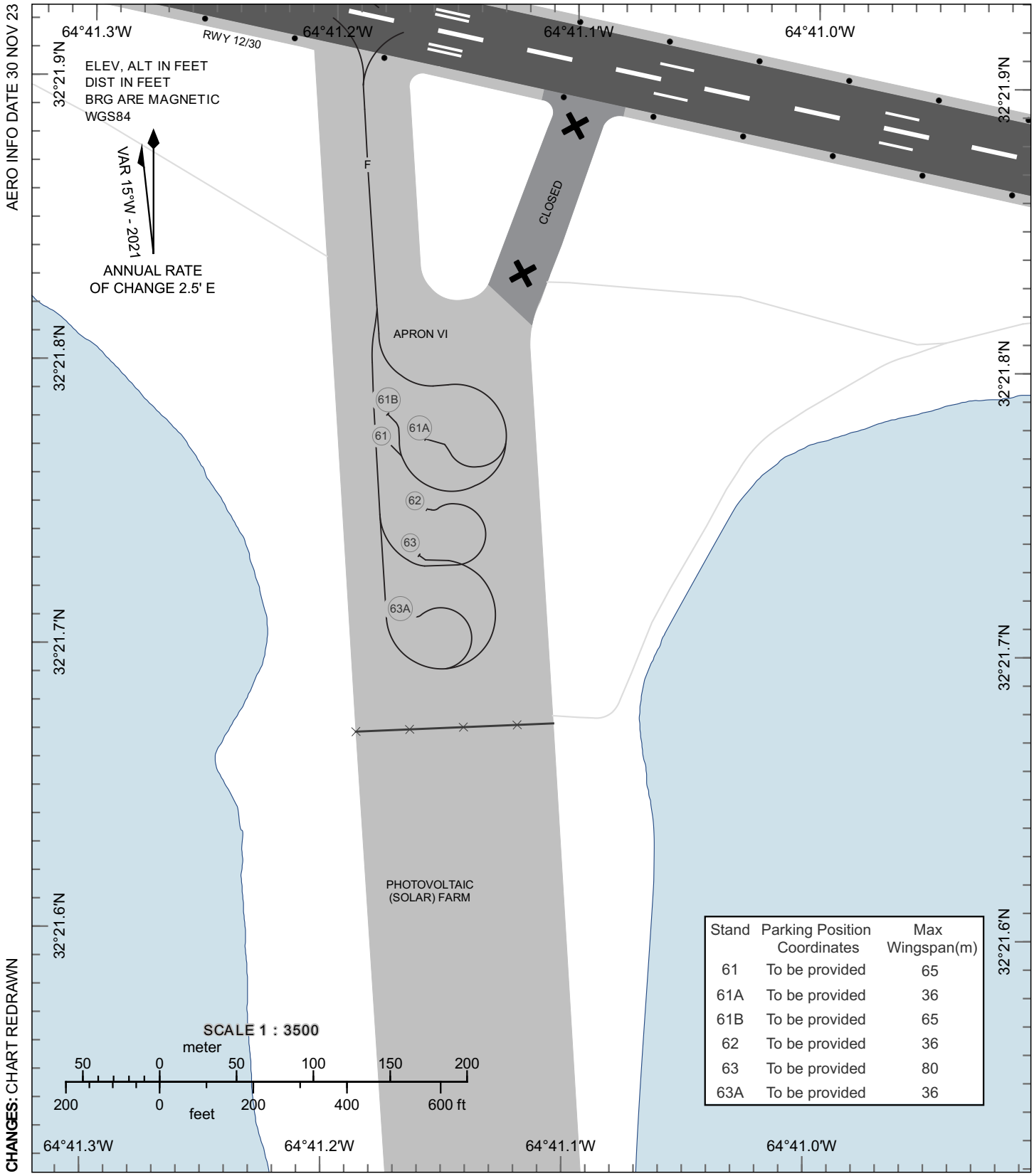
AIRCRAFT PARKING/
DOCKING CHART - ICAO
APRON VI - PARKING DIAGRAM

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)



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

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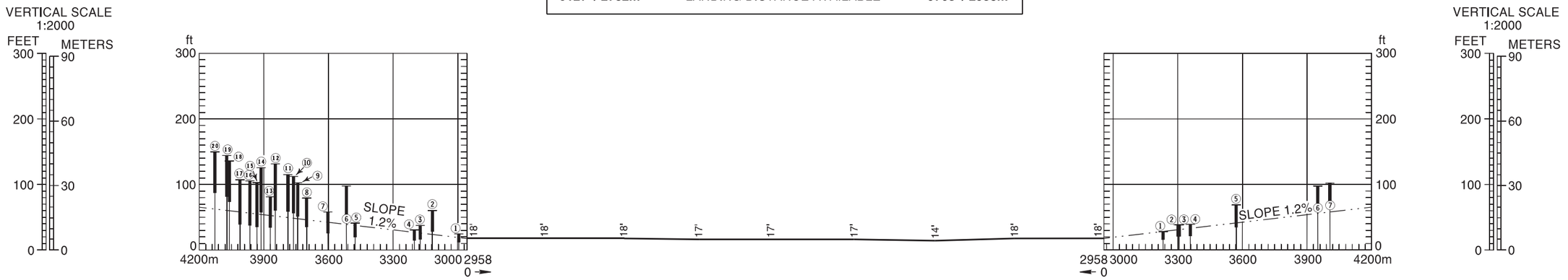
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

BERMUDA
L.F. Wade Intl Airport (TXKF)

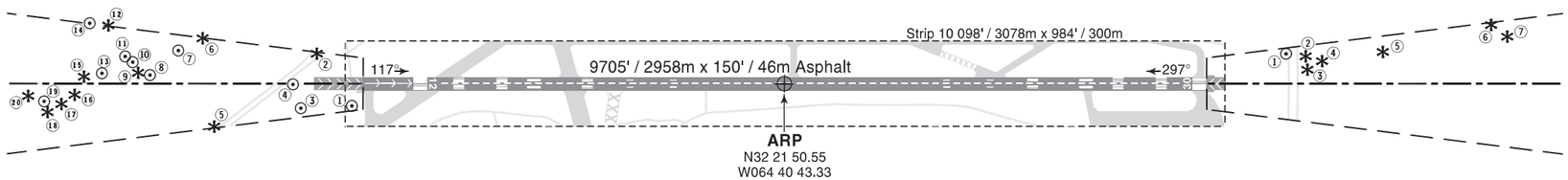
DISTANCES IN FEET (') OR METERS (m) AS INDICATED, ELEVATIONS IN FEET
MAGNETIC VARIATION 15° W, 2021

RWY 12-30

DECLARED DISTANCES		
RWY 12		**RWY 30**
9705' / 2958m	TAKE-OFF RUN AVAILABLE	**9705' / 2958m**
9705' / 2958m	TAKE-OFF DISTANCE AVAILABLE	**9705' / 2958m**
9705' / 2958m	ACCELERATE STOP DISTANCE AVAILABLE	**9705' / 2958m**
9127' / 2782m	LANDING DISTANCE AVAILABLE	**9705' / 2958m**



Nr	Obstacle	Elevation
①	Antenna	24'
②	Tree	61'
③	Antenna	38'
④	Light	30'
⑤	Tree	41'
⑥	Tree	97'
⑦	Building	58'
⑧	Building	79'
⑨	Tree	102'
⑩	Power Line	112'
⑪	Power Line	115'
⑫	Tree	132'
⑬	Building	81'
⑭	Building	126'
⑮	Tree	103'
⑯	Tree	104'
⑰	Tree	106'
⑱	Tree	137'
⑲	Light	144'
⑳	Tree	150'



Nr	Obstacle	Elevation
①	Fence	27'
②	Tree	39'
③	Tree	38'
④	Tree	39'
⑤	Tree	69'
⑥	Tree	98'
⑦	Tree	102'

HORIZONTAL SCALE 1 : 20 000

AMENDMENT RECORD		
No.	Date	Entered by

AMENDMENT: Obstacles.

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	①	
GROUND LEVEL	▲	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	
TREE	*	
MOBILE	=○=	

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

WGS-84

AD ELEV 18 FT

Trans Level *FL180*
Trans Alt *18 000*

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L. F. Wade Intl Airport (TXKF)
SID RNAV (GNSS) RWY 12 (North)

BORNN ONE (GNSS) DEPARTURE
BOVIC, BALOO, ENAPI (GNSS) TRANSITION

INITIAL CLIMB	
BORNN1	Climb heading 116° to 520 FT, then DIRECT BORNN, thence ...
TRANSITION	**ROUTING**
ALL	via assigned transition. Maintain FL230. Expect clearance to filed altitude within 10 Min after departure.

LOST COMMUNICATIONS:
BOVIC Transition: Cross AARUN at or below FL230, then climb to filed altitude.

Notes:
1. Transponder code will be issued via Bermuda Ground or New York ARTCC on 128.5 when tower is closed.
2. Take-off Minimums: STANDARD with minimum climb of 500 FT/NM to 520.
   If unable to accept climb rate, advise ATC on initial contact.
3. For Turbojets only.
4. GNSS required
5. RNAV-1

BOVIC
359°
20 000
71.1
AARUN
18 000
29.3
BIRTY
359°
BOVIC
18 000
39.5
323°
LIIMY
13 700
14.7
297°
13 800
15.6
SWIZL
323°
297°
SHOLL
ENAPI
20 000
131.4
ENAPI
BOVIC
ENAPI
10 700
20.3
298°
REIFS
11 000
298°
PEETS
6700
5.8
5600
14.7
329°
RRUMM
2500
027°
059°
BORNN1
116°
1
4
520
BORNN
BALOO
10 600
46.2
059°
DUNKY
20 000
127.3
BALOO

ATLANTIC OCEAN

CTR
BERMUDA
D BLW 2500 AGL
SFC
Normal Hours of Operation:
0700 - 2300 (Local Time)

15°W (2007)

SCALE 1 : 750 000

5 0 5 10 15 20 KM
2 0 2 4 6 8 10 NM

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

AMENDMENT: Notes,

INTENTIONALLY
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Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 12 (North) - data tabulation

Route Description: RNAV (GNSS) DEPARTURE RWY 12 (North)

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
INITIAL CLIMB BORNN1									
	DER RW12						15°W		RNAV 1
VA			116° (101.5°)		+520		15°W	1.00	RNAV 1
DF	BORNN	N					15°W	4.00	RNAV 1
BOVIC TRANSITION									
IF	BORNN	N					15°W		RNAV 1
TF	RRUMM	N	027° (011.5°)	L			15°W	6.00	RNAV 1
TF	PEETS	N	329° (313.8°)	L			15°W	14.72	RNAV 1
TF	REIFS	N	298° (282.7°)	L	+11 000		15°W	5.76	RNAV 1
TF	SWIZL	N	298° (282.7°)				15°W	20.32	RNAV 1
TF	LIIMY	N	323° (307.9°)	R			15°W	14.70	RNAV 1
TF	BIRTY	N	323° (308.3°)				15°W	39.47	RNAV 1
TF	AARUN	N	359° (344.1°)	R			15°W	29.28	RNAV 1
TF	BOVIC	N	359° (343.6°)				15°W	71.12	RNAV 1
BALOO TRANSITION									
IF	BORNN	N					15°W		RNAV 1
TF	DUNKY	N	059° (044.0°)	L			15°W	46.23	RNAV 1
TF	BALOO	N	059° (044.4°)				15°W	127.34	RNAV 1
ENAPI TRANSITION									
IF	BORNN	N					15°W		RNAV 1
TF	RRUMM	N	027° (011.5°)	L			15°W	6.00	RNAV 1
TF	PEETS	N	329° (313.8°)	L			15°W	14.72	RNAV 1
TF	REIFS	N	298° (282.7°)	L	+11 000		15°W	5.76	RNAV 1
TF	SWIZL	N	298° (282.7°)				15°W	20.32	RNAV 1
TF	SHOLL	N	297° (282.5°)				15°W	15.55	RNAV 1
TF	ENAPI	N	297° (282.3°)				15°W	131.41	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 12 (North)

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
DER RW12	N32°21'41.00"	W064°39'47.81"	N32°21.683'	W064°39.797'	
AARUN	N33°44'05.35"	W066°15'42.51"	N33°44.089'	W066°15.709'	
BALOO	N34°24'18.60"	W062°08'13.80"	N34°24.310'	W062°08.230'	
BIRTY	N33°15'53.37"	W066°06'04.16"	N33°15.890'	W066°06.069'	
BORNN	N32°20'41.18"	W064°34'00.45"	N32°20.686'	W064°34.007'	
BOVIC	N34°52'24.54"	W066°40'03.29"	N34°52.409'	W066°40.055'	
DUNKY	N32°53'53.74"	W063°55'50.99"	N32°53.896'	W063°55.850'	
ENAPI	N33°12'21.69"	W068°06'21.57"	N33°12.361'	W068°06.360'	
LIIMY	N32°51'29.82"	W065°29'06.20"	N32°51.497'	W065°29.103'	
PEETS	N32°36'46.26"	W064°45'10.80"	N32°36.771'	W064°45.180'	
REIFS	N32°38'02.22"	W064°51'50.26"	N32°38.037'	W064°51.838'	
RRUMM	N32°26'34.54"	W064°32'35.67"	N32°26.576'	W064°32.594'	
SHOLL	N32°45'49.25"	W065°33'20.08"	N32°45.821'	W065°33.335'	
SWIZL	N32°42'28.44"	W065°15'19.66"	N32°42.474'	W065°15.328'	

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO | WGS-84 | **AD ELEV** 18 FT | Trans Level *FL180* | Trans Alt *18 000*

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

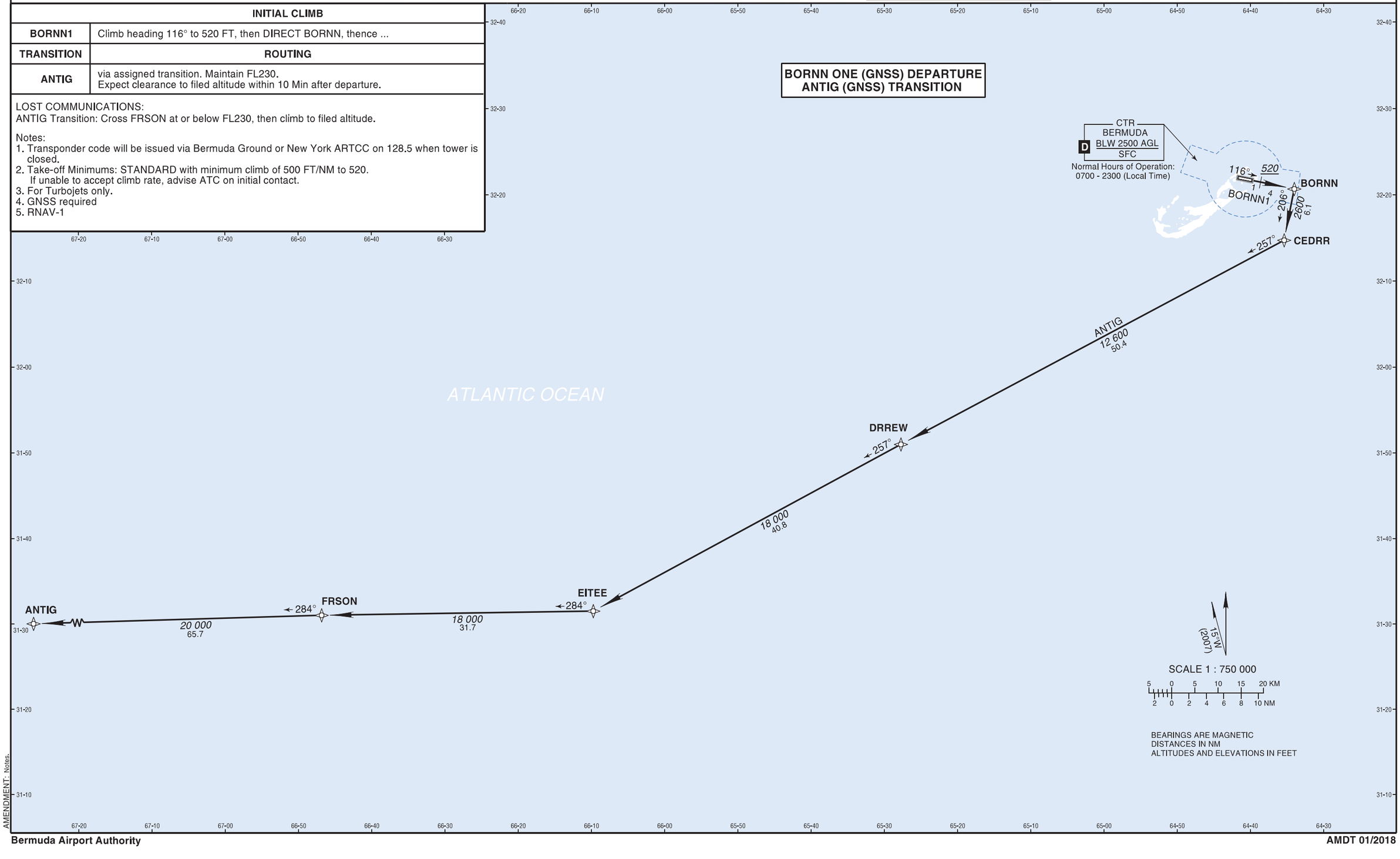
BERMUDA
L. F. Wade Intl Airport (TXKF)
SID RNAV (GNSS) RWY 12 (South)

INITIAL CLIMB	
BORNN1	Climb heading 116° to 520 FT, then DIRECT BORNN, thence ...
TRANSITION	**ROUTING**
ANTIG	via assigned transition. Maintain FL230. Expect clearance to filed altitude within 10 Min after departure.

LOST COMMUNICATIONS:
ANTIG Transition: Cross FRSON at or below FL230, then climb to filed altitude.

Notes:
1. Transponder code will be issued via Bermuda Ground or New York ARTCC on 128.5 when tower is closed.
2. Take-off Minimums: STANDARD with minimum climb of 500 FT/NM to 520.
   If unable to accept climb rate, advise ATC on initial contact.
3. For Turbojets only.
4. GNSS required
5. RNAV-1

BORNN ONE (GNSS) DEPARTURE
ANTIG (GNSS) TRANSITION



AMENDMENT: Notes.

INTENTIONALLY
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Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 12 (South) - data tabulation

Route Description: RNAV (GNSS) DEPARTURE RWY 12 (South)

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
INITIAL CLIMB BORNN1									
	DER RW12						15°W		RNAV 1
VA			116° (101.5°)		+520		15°W	1.00	RNAV 1
DF	BORNN	N					15°W	4.00	RNAV 1
ANTIG TRANSITION									
IF	BORNN	N					15°W		RNAV 1
TF	CEDRR	N	206° (191.2°)	R			15°W	6.05	RNAV 1
TF	DRREW	N	257° (242.2°)	R			15°W	50.41	RNAV 1
TF	EITEE	N	257° (241.7°)				15°W	40.78	RNAV 1
TF	FRSON	N	284° (269.3°)	R			15°W	31.71	RNAV 1
TF	ANTIG	N	284° (268.6°)				15°W	65.67	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 12 (South)

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
DER RW12	N32°21'41.00"	W064°39'47.81"	N32°21.683'	W064°39.797'	
ANTIG	N31°29'04.86"	W068°03'37.81"	N31°29.081'	W068°03.630'	
BORNN	N32°20'41.18"	W064°34'00.45"	N32°20.686'	W064°34.007'	
CEDRR	N32°14'44.22"	W064°35'23.69"	N32°14.737'	W064°35.395'	
DRREW	N31°50'59.42"	W065°27'44.34"	N31°50.990'	W065°27.739'	
EITEE	N31°31'31.10"	W066°09'45.30"	N31°31.518'	W066°09.755'	
FRSON	N31°31'01.43"	W066°46'51.06"	N31°31.024'	W066°46.851'	

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

WGS-84

AD ELEV 18 FT

Trans Level *FL180*
Trans Alt *18 000*

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L. F. Wade Intl Airport (TXKF)
SID RNAV (GNSS) RWY 30

SOMRR ONE (GNSS) DEPARTURE
BOVIC, BALOO, ANTIG, ENAPI (GNSS) TRANSITION

INITIAL CLIMB	
SOMRR1	Climb heading 296° to 520, then DIRECT SOMRR, thence ...
TRANSITION	**ROUTING**
BALOO	Maintain 3000.
All others	via assigned transition. Maintain FL230. Expect clearance to filed altitude within 10 Min after departure.

LOST COMMUNICATIONS:
BOVIC Transition: Cross AARUN at or below FL230, then climb to filed altitude.
ANTIG Transition: Cross KAICE at or below FL230, then climb to filed altitude.
BALOO Transition: Maintain 3000 until WAUHO, then climb to filed altitude.

Notes:
1. Transponder code will be issued via Bermuda Ground or New York ARTCC on 128.5 when tower is closed.
2. Take-off Minimums:STANDARD with minimum climb of 500 FT/NM to 520.
   If unable to accept climb rate, advise ATC on initial contact.
3. For Turbojets only.
4. GNSS required
5. RNAV-1

TAKE-OFF OBSTACLES NOTE:
RWY 30, terrain beginning 2357 from DER, 615 RIGHT of centreline up to 115 MSL.

BOVIC
359° 20 000 71.1
AARUN
18 000 29.3
359°
BIRTY
BOVIC 18 000 39.5
323°
LIIMY
10 400 14.7
323°
SWIZL
7500 16.2
323°
WAYVS
4300 13.5
328°
302°
ENAPI 20 000 130
ENAPI 10 300 43.8
302°
FOXIT
SEEAL 252° 20 000 65.3 KAICE
ANTIG
SEEAL 252° 18 000 31.5 KAICE
18 000 40.8
285°
TRYEB
ANTIG 10 400 30.1
285°
BEEBB
282° 4400 13.9
SOMRR
520 296°
5 1
SOMRR1
026° 3000 8.9
065° 3000 17.5
TRUEE
064° 8600 28.2
WAUHO
BALOO
064° 20 000 127.9
TCKER
BALOO

ATLANTIC OCEAN

CTR
BERMUDA
D BLW 2500 AGL
SFC
Normal Hours of Operation:
0700 - 2300 (Local Time)

15°W (2007)

SCALE 1 : 750 000
5 0 5 10 15 20 KM
2 0 2 4 6 8 10 NM

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

NOT TO SCALE

AMENDMENT: Notes.

INTENTIONALLY
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Standard Departure Chart Instrument - ICAO - RNAV (GNSS) Rwy 30 – data tabulation

Route Description: RNAV (GNSS) DEPARTURE RWY 30

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
INITIAL CLIMB SOMRR1									
	DER RW30						15°W		RNAV 1
VA			296° (281.5°)		+520		15°W	1.00	RNAV 1
DF	SOMRR	N					15°W	4.99	RNAV 1
BOVIC TRANSITION									
IF	SOMRR	N					15°W		RNAV 1
TF	WAYVS	N	328° (313.0°)	R			15°W	13.50	RNAV 1
TF	SWIZL	N	323° (308.4°)	L			15°W	16.21	RNAV 1
TF	LIIMY	N	323° (307.9°)				15°W	14.70	RNAV 1
TF	BIRTY	N	323° (308.3°)				15°W	39.47	RNAV 1
TF	AARUN	N	359° (344.1°)	R			15°W	29.28	RNAV 1
TF	BOVIC	N	359° (343.4°)				15°W	71.12	RNAV 1
BALOO TRANSITION									
IF	SOMRR	N					15°W		RNAV 1
TF	TRUEE	N	026° (011.0°)	R			15°W	8.90	RNAV 1
TF	WAUHO	N	065° (049.8°)	R			15°W	17.47	RNAV 1
TF	TCKER	N	064° (049.1°)				15°W	28.19	RNAV 1
TF	BALOO	N	064° (049.3°)				15°W	127.89	RNAV 1
ANTIG TRANSITION									
IF	SOMRR	N					15°W		RNAV 1
TF	BEEBB	N	282° (266.6°)	L			15°W	13.9	RNAV 1
TF	TRYEB	N	285° (270.1°)				15°W	30.1	RNAV 1
TF	SEEAL	N	285° (270.2°)				15°W	40.8	RNAV 1
TF	KAICE	N	252° (237.0°)	L			15°W	31.5	RNAV 1
TF	ANTIG	N	252° (236.9°)				15°W	65.3	RNAV 1
ENAPI TRANSITION									
IF	SOMRR	N					15°W		RNAV 1
TF	FOXIT	N	302° (287.1°)	R			15°W	43.8	RNAV 1
TF	ENAPI	N	302° (286.9°)				15°W	130.0	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 30

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
DER RW30	N32°22'00.08"	W064°41'38.71"	N32°22.001'	W064°41.645'	
AARUN	N33°44'05.35"	W066°15'42.51"	N33°44.089'	W066°15.709'	
ANTIG	N31°29'04.86"	W068°03'37.81"	N31°29.081'	W068°03.630'	
BALOO	N34°24'18.60"	W062°08'13.80"	N34°24.310'	W062°08.230'	
BEEBB	N32°22'20.79"	W065°04'54.52"	N32°22.347'	W065°04.909'	
BIRTY	N33°15'53.37"	W066°06'04.16"	N33°15.890'	W066°06.069'	
BOVIC	N34°52'24.54"	W066°40'03.29"	N34°52.409'	W066°40.055'	
ENAPI	N33°12'21.69"	W068°06'21.57"	N33°12.361'	W068°06.360'	
FOXIT	N32°35'55.35"	W065°38'09.95"	N32°35.923'	W065°38.166'	
KAICE	N32°05'03.56"	W066°59'41.71"	N32°05.059'	W066°59.695'	
LIIMY	N32°51'29.82"	W065°29'06.20"	N32°51.497'	W065°29.103'	
SEEAL	N32°22'18.60"	W066°28'37.27"	N32°22.310'	W066°28.621'	
SOMRR	N32°23'11.45"	W064°48'35.20"	N32°23.191'	W064°48.587'	
SWIZL	N32°42'28.44"	W065°15'19.66"	N32°42.474'	W065°15.328'	
TCKER	N33°01'41.34"	W064°05'25.65"	N33°01.689'	W064°05.427'	
TRUEE	N32°31'56.79"	W064°46'34.65"	N32°31.946'	W064°46.577'	
TRYEB	N32°22'18.13"	W065°40'24.43"	N32°22.302'	W065°40.407'	
WAUHO	N32°43'13.93"	W064°30'45.76"	N32°43.232'	W064°30.763'	
WAYVS	N32°32'24.45"	W065°00'15.97"	N32°32.407'	W065°00.266'	

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO | WGS-84 | **AD ELEV** 18 FT | Trans Level *FL180* | Trans Alt *18 000*

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L. F. Wade Intl Airport (TXKF)
STAR RNAV (GNSS) RWY 12/30

MOMOM ONE (GNSS) ARRIVAL
BOVIC, ANVER, QINCY, RNGRS, BALOO, ENAPI, DASER (GNSS) TRANSITION

DASER 133° FL200 65.2 → BKINS 134° 12 000 28.3 → UNYON *FL240* 134° DASER 12 000 40 → MOMOM

MHA FL240 MAX FL310 10 NM (UNYON) 314°

ENAPI 108° *FL200* 54.4 → ASKHR 108° → ENAPI *12 000* 90 → MOMOM

BOVIC 161° FL200 49.7 → DAVYT 162° BOVIC 12 000 80 → MOMOM

ANVER 185° FL200 53 → FLURA 185° 12 000 40 → TEDIY 186° ANVER 12 000 40 → MOMOM

MHA FL240 MAX FL310 10 NM (TEDIY) 005°

QINCY 211° FL200 53.4 → GORDI 211° QINCY 12 000 90 → MOMOM

MHA FL240 MAX FL310 10 NM (GORDI) 057°

RNGRS 237° FL200 49.2 → HOGIN 236° RNGRS 12 000 70 → GBINS 237°

BALOO 265° FL200 48.6 → JLUIS 264° BALOO 12 000 90 → GBINS 236°

BALOO RNGRS 12 000 40 → MOMOM

MHA 6000 *MAX 14 000* *210 KIAS* *10 NM* (MOMOM) 356°

MOMOM *12 000* 176° 12.6 → ADEMR *10 000* 176° MOMOM1 - RWY 12 28.2 → WENAN *3000* *210 KIAS*

MOMOM 148° MOMOM1 - RWY 30 50.2 → CAPIL *4000* 146° 5.8 → BIDVE *3000* *210 KIAS* → CURUN

CTR BERMUDA D BLW 2500 AGL SFC
Normal Hours of Operation: 0700 - 2300 (Local Time)

ATLANTIC OCEAN

15°W (2007)

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

SCALE 1 : 1 000 000
10 0 10 20 30 40 KM
5 0 5 10 15 20 NM

ROUTING	
Landing RWY 12	From MOMOM on track 176° to cross ADEMR at or below 10 000, then on track 176° to cross WENAN at or above 3000 and at 210 KIAS. Expect RNAV RWY 12 Approach.
Landing RWY 30	From MOMOM on track 148° to cross CAPIL at or above 4000, then on track 146° to cross BIDVE at or above 3000 and at 210 KIAS. Expect ILS Z or RNAV RWY 30 Approach.

LOST COMMUNICATIONS:

Landing RWY 12:
Track to WENAN, comply with restrictions, after WENAN, execute RNAV RWY 12 Approach.
If unable, execute Missed Approach to CURUN and hold as published, maintain 3000.
Landing RWY 30:
Track to BIDVE, comply with restrictions, after BIDVE, execute ILS Z or RNAV RWY 30 Approach.
If unable, execute Missed Approach to WENAN and hold as published, maintain 3000.

Notes:
1. For Turbojets only
2. GNSS required
3. RNAV-1

AMENDMENT- New chart.

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STAR Chart Instrument RNAV (GNSS) ARRIVAL RWY 12/30 MOMOM ONE - data tabulation

Route Description: RNAV (GNSS) ARRIVAL RWY 12/30 MOMOM ONE

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
BOVIC TRANSITION									
IF	BOVIC	N					15°W		RNAV 1
TF	DAVYT	N	161° (146.4°)				15°W	49.66	RNAV 1
TF	MOMOM	N	162° (146.7°)		+12 000		15°W	80.00	RNAV 1
ANVER TRANSITION									
IF	ANVER	N					15°W		RNAV 1
TF	FLURA	N	185° (170.3°)				15°W	53.04	RNAV 1
TF	TEDIY	N	185° (170.4°)				15°W	40.00	RNAV 1
TF	MOMOM	N	186° (170.6°)		+12 000		15°W	40.00	RNAV 1
QINCY TRANSITION									
IF	QINCY	N					15°W		RNAV 1
TF	GORDI	N	211° (195.9°)				15°W	53.41	RNAV 1
TF	MOMOM	N	211° (195.7°)		+12 000		15°W	90.00	RNAV 1
RNGRS TRANSITION									
IF	RNGRS	N					15°W		RNAV 1
TF	HOGIN	N	237° (221.6°)				15°W	49.17	RNAV 1
TF	GBINS	N	236° (221.2°)				15°W	70.00	RNAV 1
TF	MOMOM	N	236° (220.7°)		+12 000		15°W	40.00	RNAV 1
BALOO TRANSITION									
IF	BALOO	N					15°W		RNAV 1
TF	JLUIS	N	265° (249.6°)				15°W	48.64	RNAV 1
TF	GBINS	N	264° (249.0°)				15°W	90.00	RNAV 1
TF	MOMOM	N	236° (220.7°)	L	+12 000		15°W	40.00	RNAV 1
ENAPI TRANSITION									
IF	ENAPI	N					15°W		RNAV 1
TF	ASKHR	N	108° (092.7°)				15°W	54.36	RNAV 1
TF	MOMOM	N	108° (093.3°)		+12 000		15°W	90.00	RNAV 1
DASER TRANSITION									
IF	DASER	N					15°W		RNAV 1
TF	BKINS	N	133° (118.2°)				15°W	65.22	RNAV 1
TF	UNYON	N	134° (118.9°)		+FL240		15°W	28.26	RNAV 1
TF	MOMOM	N	134° (119.3°)		+12 000		15°W	40.00	RNAV 1
MOMOM1 TRANSITION RWY12									
IF	MOMOM	N			+12 000		15°W		RNAV 1
TF	ADEMR	N	176° (161.1°)		-10 000		15°W	12.60	RNAV 1
TF	WENAN	N	176° (161.1°)		+3000	@210 KT	15°W	28.20	RNAV 1
MOMOM1 TRANSITION RWY30									
IF	MOMOM	N			+12 000		15°W		RNAV 1
TF	CAPIL	N	148° (132.9°)		+4000		15°W	50.19	RNAV 1
TF	BIDVE	N	146° (131.4°)		+3000	@210 KT	15°W	05.75	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 12/30 MOMOM ONE

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
ADEMR	N32°51'44.35"	W065°09'53.57"	N32°51.739'	W065°09.893'	
ANVER	N35°15'07.30"	W065°41'16.05"	N35°15.122'	W065°41.268'	
ASKHR	N33°09'33.38"	W067°01'40.28"	N33°09.556'	W067°01.671'	
BALOO	N34°24'18.60"	W062°08'13.80"	N34°24.310'	W062°08.230'	
BIDVE	N32°25'30.00"	W064°26'12.00"	N32°25.500'	W064°26.200'	
BKINS	N33°37'06.04"	W066°25'50.17"	N33°37.101'	W066°25.836'	
BOVIC	N34°52'24.54"	W066°40'03.29"	N34°52.409'	W066°40.055'	
CAPIL	N32°29'18.87"	W064°31'17.97"	N32°29.315'	W064°31.300'	
CURUN	N32°18'36.00"	W064°21'54.00"	N32°18.600'	W064°21.900'	
DASER	N34°08'18.63"	W067°34'39.44"	N34°08.311'	W067°34.657'	
DAVYT	N34°10'53.24"	W066°06'57.21"	N34°10.887'	W066°06.953'	
ENAPI	N33°12'21.69"	W068°06'21.57"	N33°12.361'	W068°06.360'	
FLURA	N34°22'44.62"	W065°30'29.10"	N34°22.744'	W065°30.485'	
GBINS	N33°34'07.34"	W064°43'42.10"	N33°34.122'	W064°43.702'	
GORDI	N34°30'31.54"	W064°45'42.67"	N34°30.526'	W064°45.711'	
HOGIN	N34°27'03.96"	W063°48'29.04"	N34°27.066'	W063°48.484'	
JLUIS	N34°07'04.61"	W063°03'07.33"	N34°07.077'	W063°03.122'	
MOMOM	N33°03'41.00"	W065°14'45.00"	N33°03.683'	W065°14.750'	
QINCY	N35°22'00.00"	W064°28'00.00"	N35°22.000'	W064°28.000'	
RNGRS	N35°04'00.00"	W063°09'00.00"	N35°04.000'	W063°09.000'	
TEDIY	N33°43'13.66"	W065°22'30.03"	N33°43.228'	W065°22.501'	
UNYON	N33°23'22.84"	W065°56'16.60"	N33°23.381'	W065°56.277'	
WENAN	N32°25'00.00"	W064°59'06.00"	N32°25.000'	W064°59.100'	

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO | WGS-84 | **AD ELEV** 18 FT | Trans Level *FL180* | Trans Alt *18 000*

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L. F. Wade Intl Airport (TXKF)
STAR RNAV (GNSS) RWY 12/30

POPOP ONE (GNSS) ARRIVAL
GECAL, SHEIL, BALTN, ANTIG, JIMAC (GNSS) TRANSITION

JIMAC 110° FL200 60.7 WTHRS 111° 12 000 32.2 DNSTN FL240
MHA FL240 MAX FL310 10 NM
291° 112°
DNSTN JIMAC 12 000 40 POPOP 12 000
POPOP 077° POPOP1 - RWY 12 37.5 WENAN 3000 210 KIAS
POPOP 098° POPOP1 - RWY 30 58.9 TUDIE 3000 210 KIAS
MHA 6000 MAX 14 000 210 KIAS 10 NM
292°
ANTIG 12 000 70
BALTN 12 000 40
SHEIL 12 000 80
GECAL 12 000 100
ANTIG 087° FL200 59.7 TRRIO 088°
TRRIO 12 000 31.7 DMARZ 065°
DMARZ FL200 60.8 BALTN 064°
KAPPI FL240 065°
MHA FL240 MAX FL310 10 NM 245°
SKINK 038° SHEIL 037° FL200 63.4
MAADE 011° GECAL FL200 61.7 011°
CURUN

CTR BERMUDA
D BLW 2500 AGL SFC
Normal Hours of Operation:
0700 - 2300 (Local Time)

ATLANTIC OCEAN

15°W (2007)

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

SCALE 1 : 750 000
5 0 5 10 15 20 KM
2 0 2 4 6 8 10 NM

ROUTING	
Landing RWY 12	From POPOP on track 077° to cross WENAN at or above 3000 and at 210 KIAS. Expect RNAV RWY 12 Approach.
Landing RWY 30	From POPOP on track 098° to cross TUDIE at or above 3000 and at 210 KIAS. Expect ILS Z or RNAV RWY 30 Approach.

LOST COMMUNICATIONS:

Landing RWY 12:
Track to WENAN, comply with restrictions, after WENAN, execute RNAV RWY 12 Approach.
If unable, execute Missed Approach to CURUN and hold as published, maintain 3000.

Landing RWY 30:
Track to TUDIE, comply with restrictions, after TUDIE, execute ILS Z or RNAV RWY 30 Approach.
If unable, execute Missed Approach to WENAN and hold as published, maintain 3000.

Notes:
1. For Turbojets only
2. GNSS required
3. RNAV-1

AMENDMENT: New chart.

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STAR Arrival Chart Instrument RNAV (GNSS) ARRIVAL RWY 12/30 POPOP ONE - data tabulation

Route Description: RNAV (GNSS) ARRIVAL RWY 12/30 POPOP ONE

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
GECAL TRANSITION									
IF	GECAL	N					15°W		RNAV 1
TF	MAADE	N	011° (356.2°)				15°W	61.74	RNAV 1
TF	POPOP	N	011° (356.1°)		+12 000		15°W	100.00	RNAV 1
SHEIL TRANSITION									
IF	SHEIL	N					15°W		RNAV 1
TF	SKINK	N	037° (022.4°)				15°W	63.43	RNAV 1
TF	POPOP	N	038° (022.7°)		+12 000		15°W	80.00	RNAV 1
BALTN TRANSITION									
IF	BALTN	N					15°W		RNAV 1
TF	DMARZ	N	064° (049.3°)				15°W	60.82	RNAV 1
TF	KAPPI	N	065° (049.7°)				15°W	31.72	RNAV 1
TF	POPOP	N	065° (050.0°)		+12 000		15°W	40.00	RNAV 1
ANTIG TRANSITION									
IF	ANTIG	N					15°W		RNAV 1
TF	TRRIO	N	087° (072.3°)				15°W	59.74	RNAV 1
TF	POPOP	N	088° (072.9°)		+12 000		15°W	70.00	RNAV 1
JIMAC TRANSITION									
IF	JIMAC	N					15°W		RNAV 1
TF	WTHRS	N	110° (095.4°)				15°W	60.73	RNAV 1
TF	DNSTN	N	111° (096.0°)		+FL240		15°W	32.19	RNAV 1
TF	POPOP	N	112° (096.7°)		+12 000		15°W	40.00	RNAV 1
POPOP1 TRANSITION RWY12									
IF	POPOP	N			+12 000		15°W		RNAV 1
TF	WENAN	N	077° (061.6°)		+3000	@210 KT	15°W	37.51	RNAV 1
POPOP1 TRANSITION RWY30									
IF	POPOP	N			+12 000		15°W		RNAV 1
TF	TUDIE	N	098° (083.4°)		+3000	@210 KT	15°W	58.90	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 12/30 POPOP ONE

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
ANTIG	N31°29'04.86"	W068°03'37.81"	N31°29.081'	W068°03.630'	
BALTN	N30°41'25.18"	W067°36'19.63"	N30°41.420'	W067°36.327'	
CURUN	N32°18'36.00"	W064°21'54.00"	N32°18.600'	W064°21.900'	
DMARZ	N31°21'01.28"	W066°42'31.09"	N31°21.021'	W066°42.518'	
DNSTN	N32°11'59.22"	W066°24'51.16"	N32°11.987'	W066°24.853'	
GECAL	N29°25'28.17"	W065°25'16.91"	N29°25.470'	W065°25.282'	
JIMAC	N32°21'27.04"	W068°13'53.58"	N32°21.451'	W068°13.893'	
KAPPI	N31°41'31.47"	W066°14'09.34"	N31°41.525'	W066°14.156'	
MAADE	N30°27'12.80"	W065°30'04.76"	N30°27.213'	W065°30.079'	
POPOP	N32°07'11.98"	W065°38'04.17"	N32°07.200'	W065°38.070'	
SHEIL	N29°54'35.42"	W066°42'31.70"	N29°54.590'	W066°42.528'	
SKINK	N30°53'18.55"	W066°14'23.23"	N30°53.309'	W066°14.387'	
TRRIO	N31°46'58.70"	W066°56'51.09"	N31°46.978'	W066°56.852'	
TUDIE	N32°13'42.00"	W064°29'06.00"	N32°13.700'	W064°29.100'	
WENAN	N32°25'00.00"	W064°59'06.00"	N32°25.000'	W064°59.100'	
WTHRS	N32°15'26.60"	W067°02'35.19"	N32°15.443'	W067°02.587'	

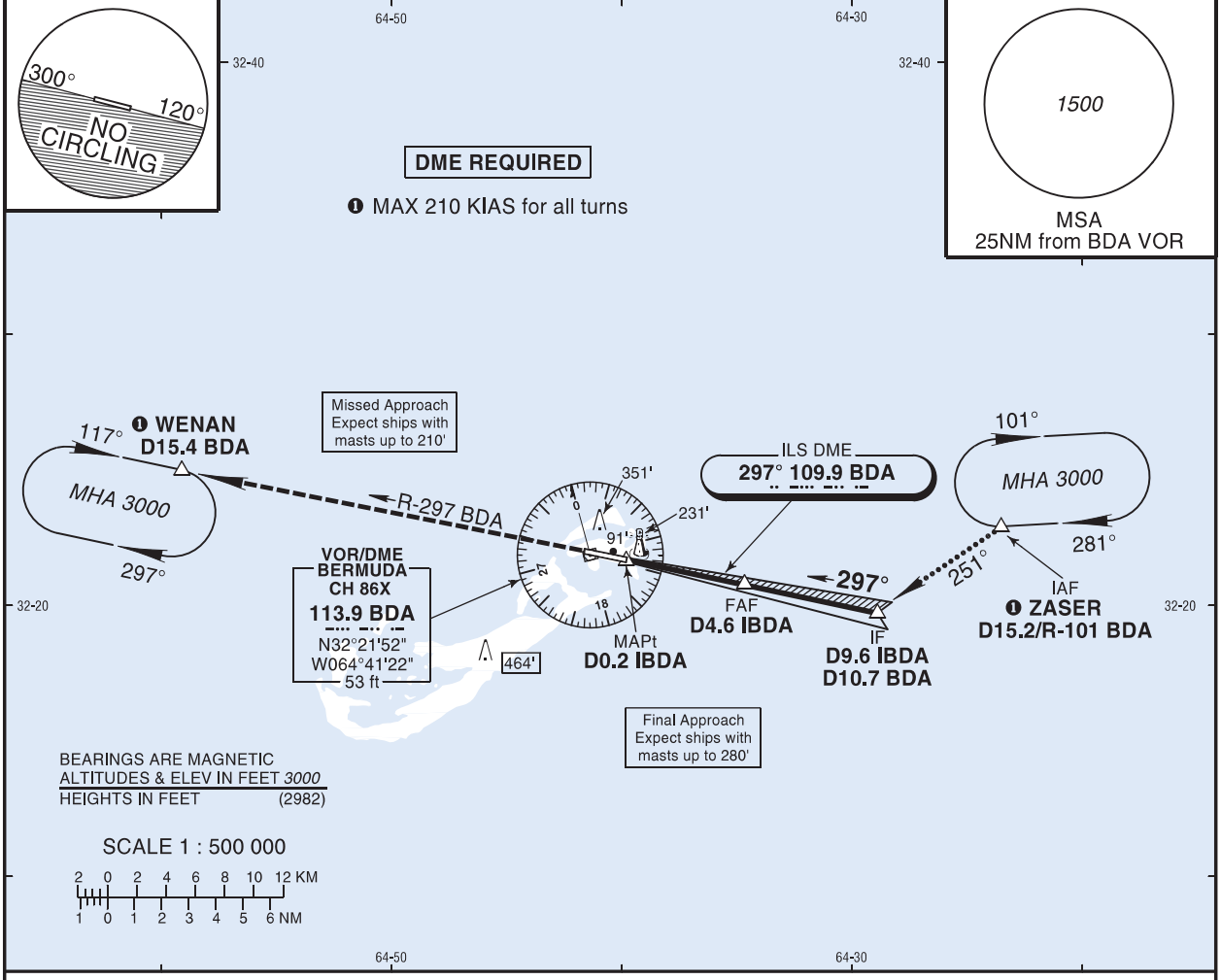
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 30 ELEV 18 FT

VAR 15°W

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

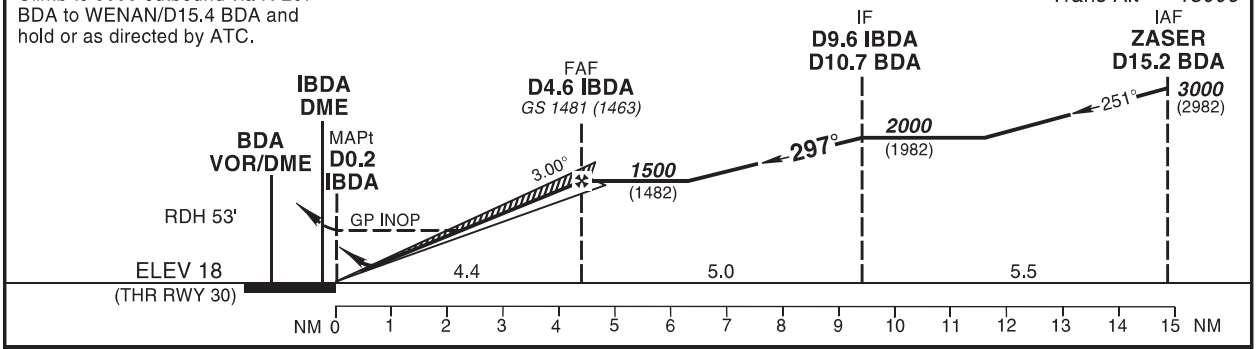
BERMUDA
L.F. Wade Intl Airport
(TXKF)
ILS y RWY 30



MISSED APPROACH:
Climb to *3000* outbound via R-297 BDA to WENAN/D15.4 BDA and hold or as directed by ATC.

Note:
Use I-BDA DME when on localizer course.

Trans Level *FL180*
Trans Alt *18000*



ADVISORY INFORMATION ONLY							
Ground speed	kts	70	90	100	120	140	160
Rate of descent 3.00°	ft/min	377	484	538	646	753	861

1. DME required.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. Missed approach climb gradient to WENAN 2.7% for ATC.
5. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
CAT I ILS/DME	DA(H)	***254*** (236)			
	RVR	800m			
	ALS out	1200m			
GP INOP	OCA(H)	***530*** (512)			
	RVR	1500m		1900m	
	ALS out	1500m		2400m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30. *Not authorized at night.

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INSTRUMENT APPROACH CHART - ICAO

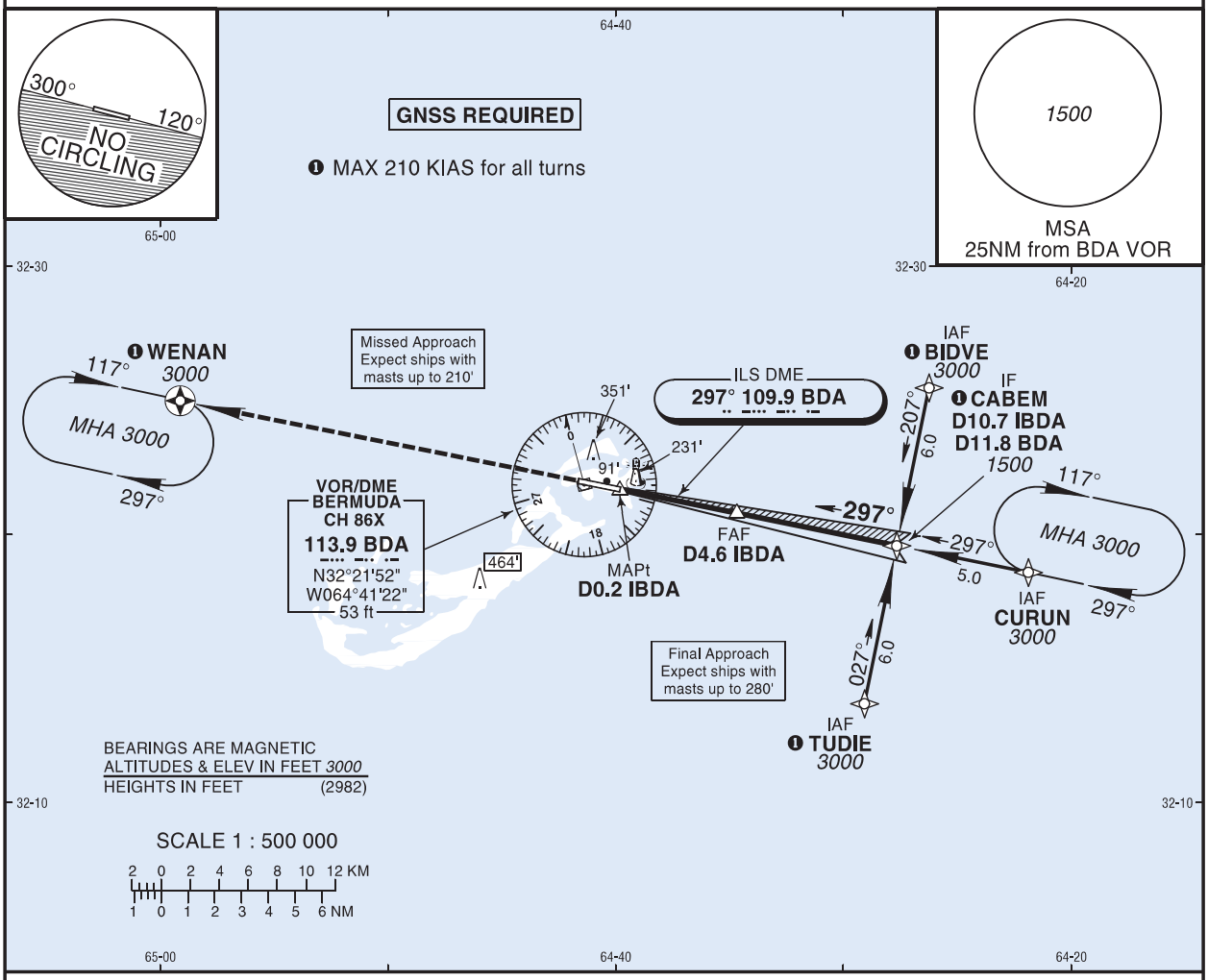
AD ELEV 18 FT

HEIGHTS RELATED TO THR RWY 30 ELEV 18 FT

VAR 15°W

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

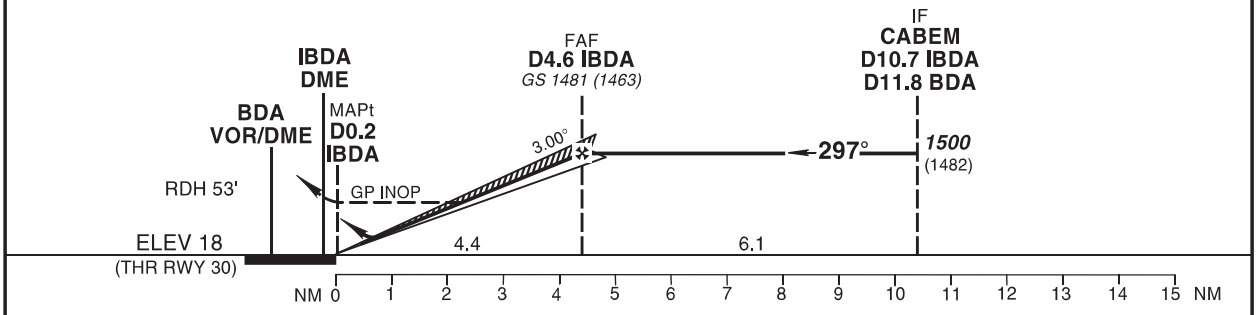
BERMUDA
L.F. Wade Intl Airport
(TXKF)
ILS z RWY 30



MISSED APPROACH:
Climb to *3000* direct WENAN
and hold or as directed by ATC.

Note:
Use I-BDA DME when on localizer course.

Trans Level *FL180*
Trans Alt *18000*



ADVISORY INFORMATION ONLY							
Ground speed	kts	70	90	100	120	140	160
Rate of descent 3.00°	ft/min	377	484	538	646	753	861

1. GNSS and DME required.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. Missed approach climb gradient to WENAN 2.7% for ATC.
5. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
CAT I ILS/DME	DA(H)	***254*** (236)			
	RVR	800m			
	ALS out	1200m			
GP INOP	OCA(H)	***530*** (512)			
	RVR	1500m		1900m	
	ALS out	1500m		2400m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30. *Not authorized at night.

AMENDMENT: Page number. No content change.

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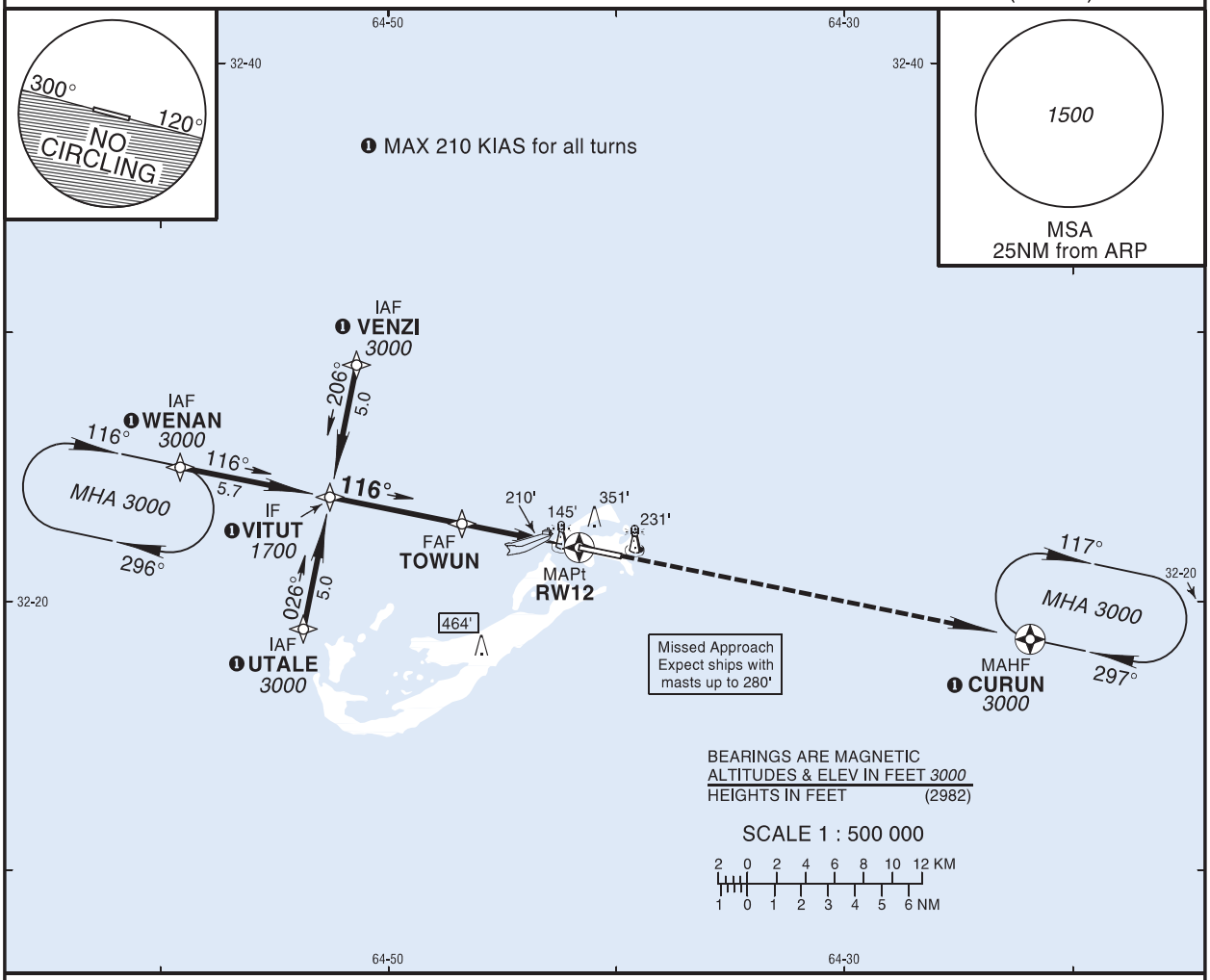
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 12 ELEV 18 FT

VAR 15°W

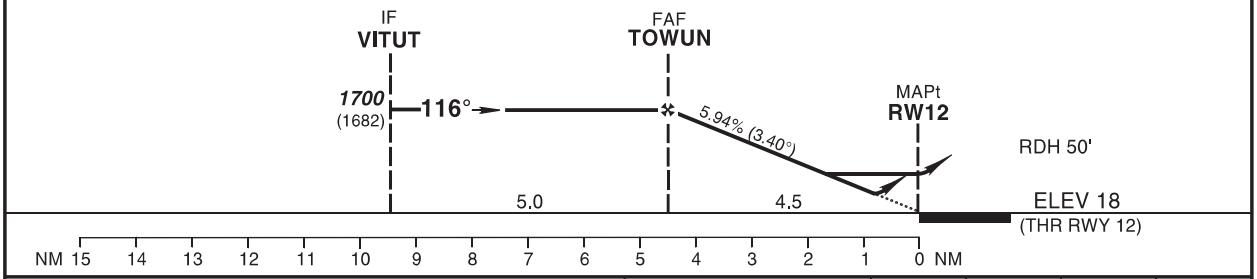
BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L.F. Wade Intl Airport
(TXKF)
RNAV (GNSS) RWY 12



Trans Level *FL180*
Trans Alt *18000*

MISSED APPROACH:
Climb to *3000* direct CURUN and hold or as directed by ATC.



ADVISORY INFORMATION ONLY

1. No turn before MAPt.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F).
5. Missed approach climb gradient to CURUN 2.7% for ATC.
6. DME/DME not authorized.
7. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	DA(H)	***460*** (442)			
	RVR	1500m		1700m	
	ALS out	1500m		2100m	
LNAV	OCA(H)	***460*** (442)			
	RVR	1500m		1700m	
	ALS out	1500m		2100m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30. *Not authorized at night.

AMENDMENT: Page number. No content change.

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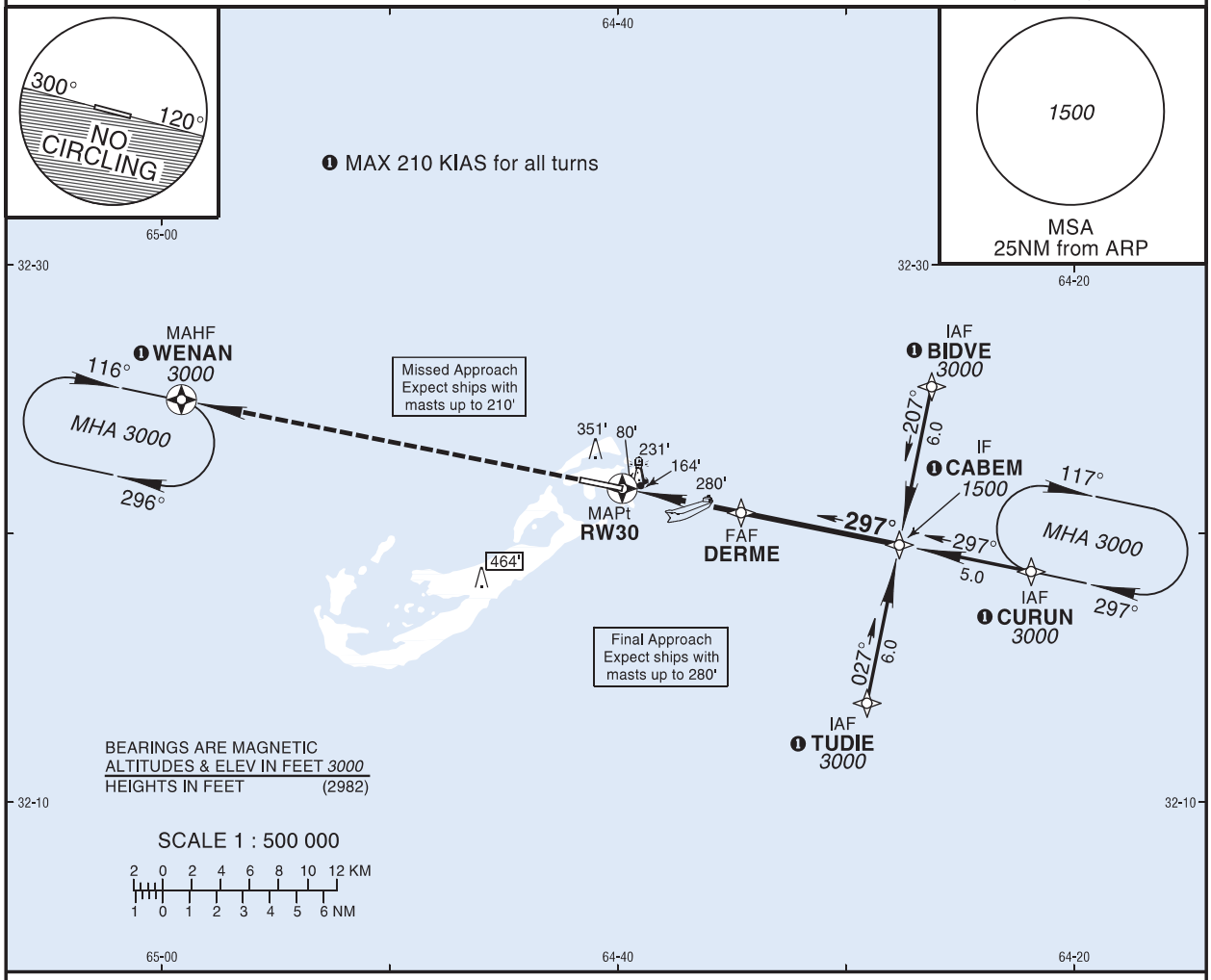
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 30 ELEV 18 FT

VAR 15°W

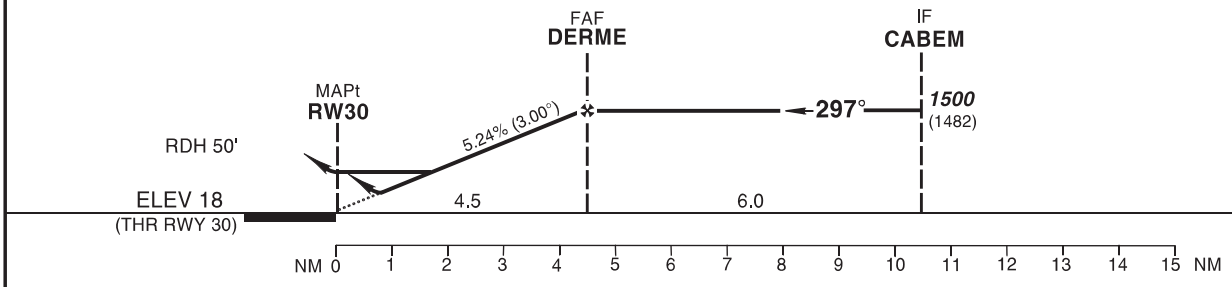
BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L.F. Wade Intl Airport
(TXKF)
RNAV (GNSS) RWY 30



MISSED APPROACH:
Climb to *3000* direct WENAN
and hold or as directed by ATC.

Trans Level *FL180*
Trans Alt *18000*



ADVISORY INFORMATION ONLY
1. No turn before MAPt.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F).
5. Missed approach climb gradient to WENAN 2.7% for ATC.
6. DME/DME not authorized.
7. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	DA(H)	***480*** (462)			
	RVR	1500m		1800m	
	ALS out	1500m		2200m	
LNAV	OCA(H)	***530*** (512)			
	RVR	1500m		1900m	
	ALS out	1500m		2400m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30. *Not authorized at night.

AMENDMENT: Page number. No content change.

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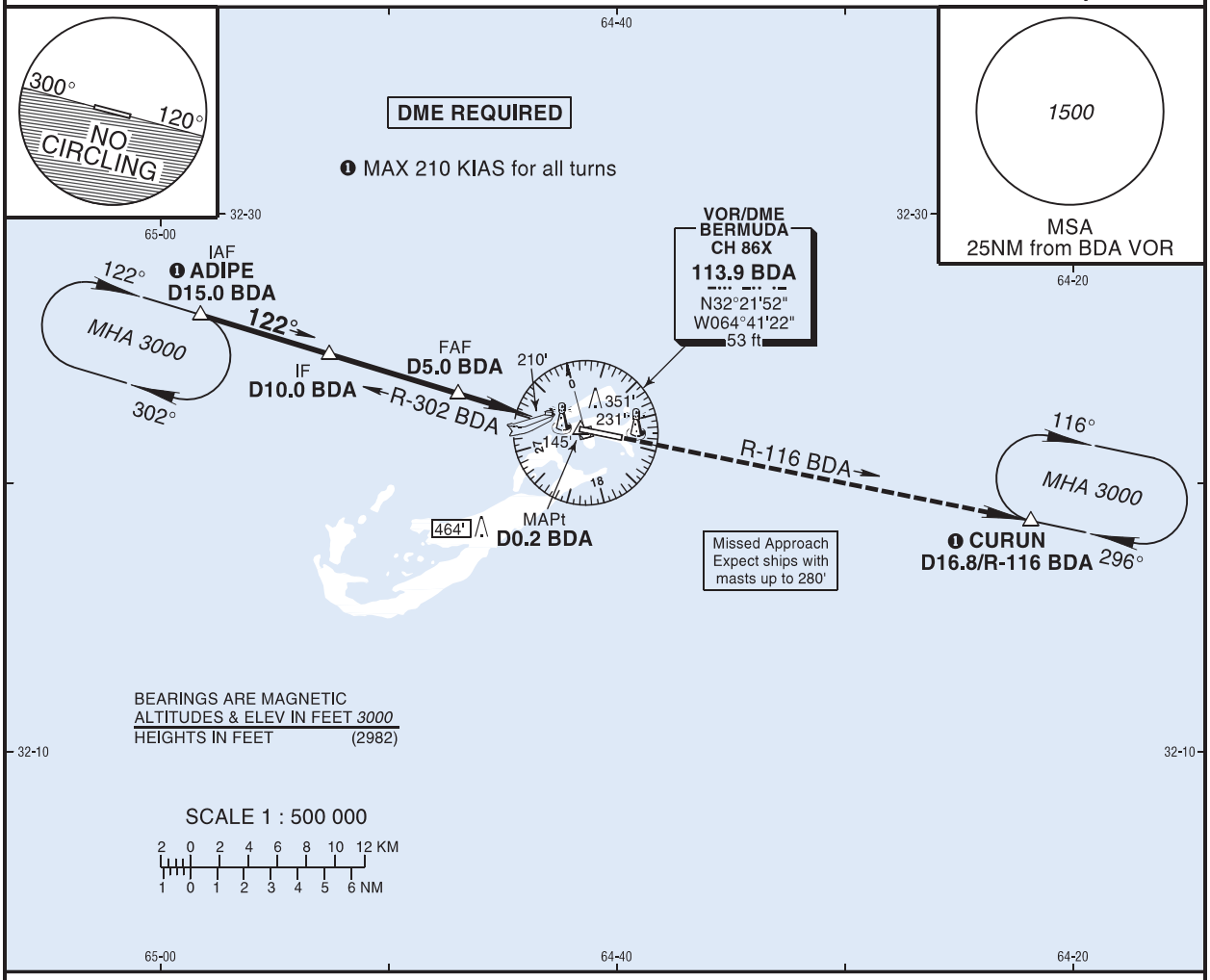
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 12 ELEV 18 FT

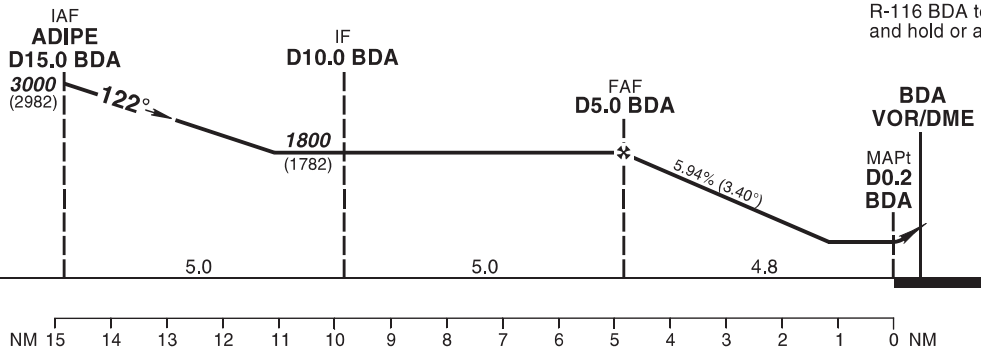
VAR 15°W

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L.F. Wade Intl Airport
(TXKF)
VOR y RWY 12



Trans Level *FL180*
Trans Alt *18000*



MISSED APPROACH:
Climb to *3000* outbound via R-116 BDA to CURUN/D16.8 BDA and hold or as directed by ATC.

ADVISORY INFORMATION ONLY
1. DME required.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. Missed approach climb gradient to CURUN 2.7% for ATC.
5. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
VOR	OCA(H)	***460*** (442)			
	RVR	1500m		1700m	
	ALS out	1500m		2100m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30.
*Not authorized at night.

AMENDMENT: Page number. No content change.

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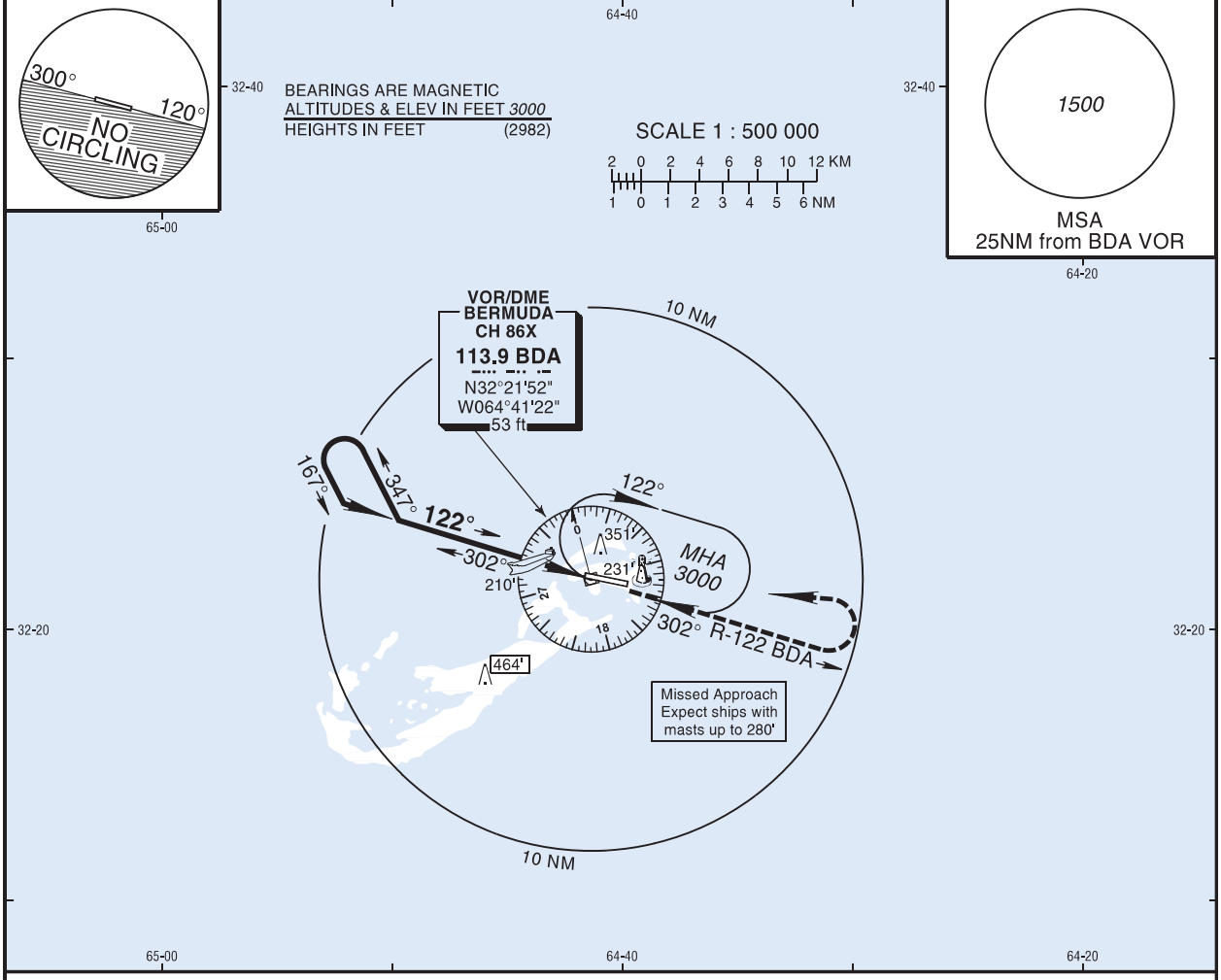
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 12 ELEV 18 FT

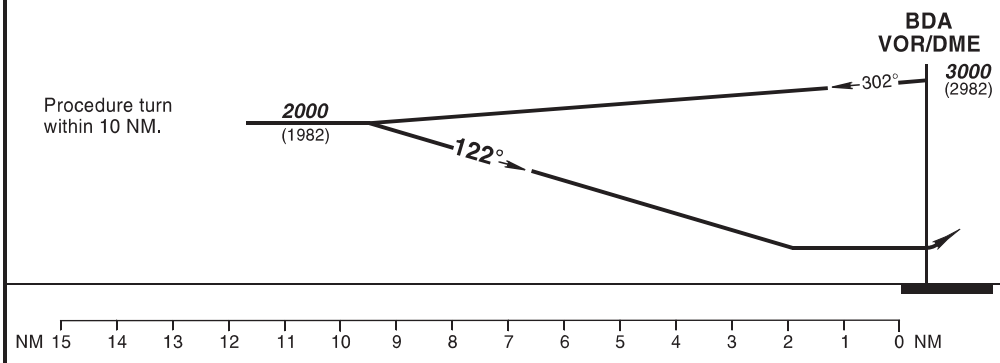
VAR 15°W

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L.F. Wade Intl Airport
(TXKF)
VOR z RWY 12



Trans Level *FL180*
Trans Alt *18000*



MISSED APPROACH:
Climb to *1500* outbound via R-122 BDA, then climbing LEFT turn to *3000* direct BDA VOR and hold or as directed by ATC.

ADVISORY INFORMATION ONLY
1. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
2. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
3. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
VOR	OCA(H)	***510*** (492)			
	RVR	2000m		2200m	
	ALS out	2500m		2700m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	2000m		2400m	3600m
	ALS out	2500m		2700m	3600m

*Not authorized South of RWY 12-30.
*Not authorized at night.

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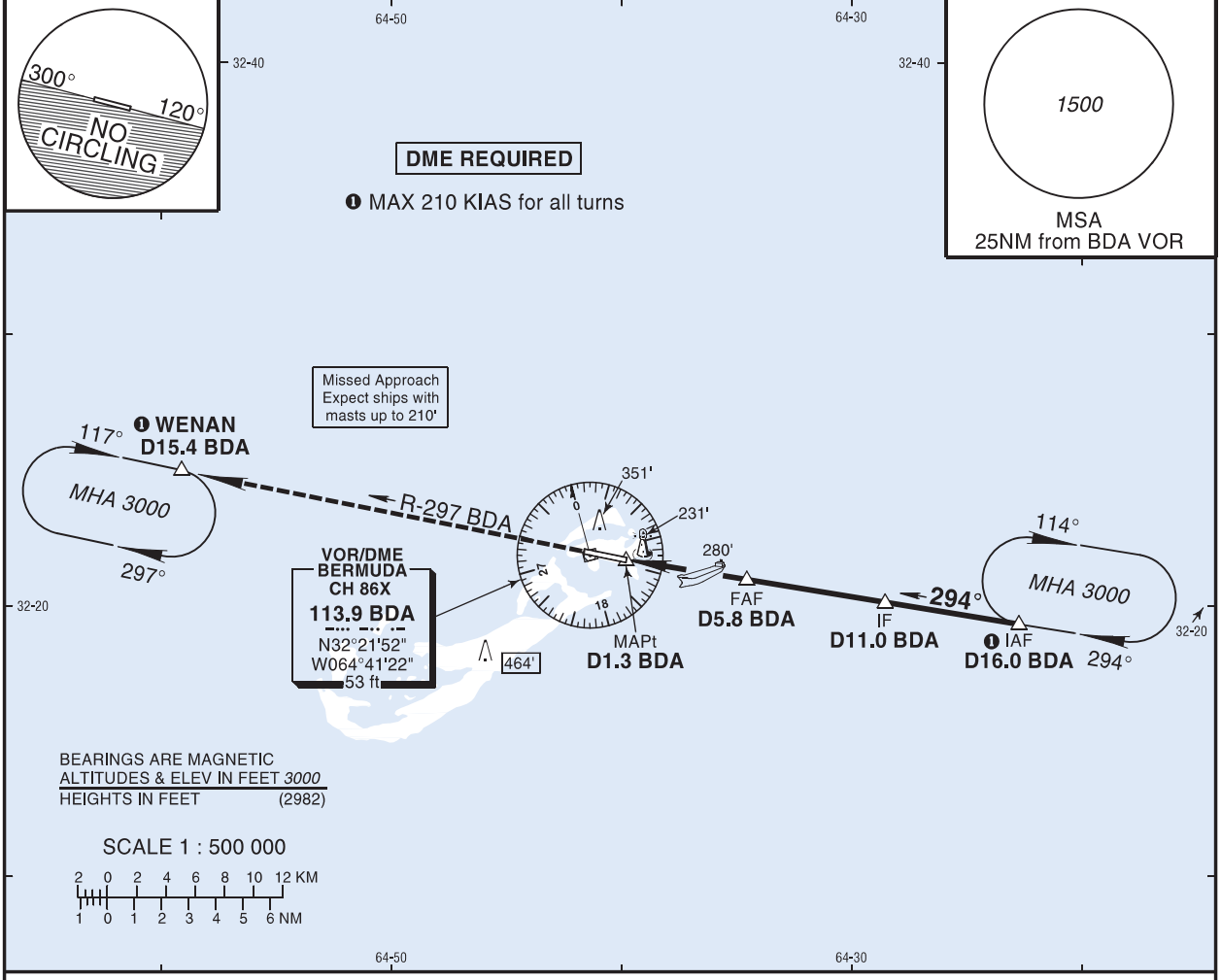
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 18 FT
HEIGHTS RELATED TO THR RWY 30 ELEV 18 FT

VAR 15°W

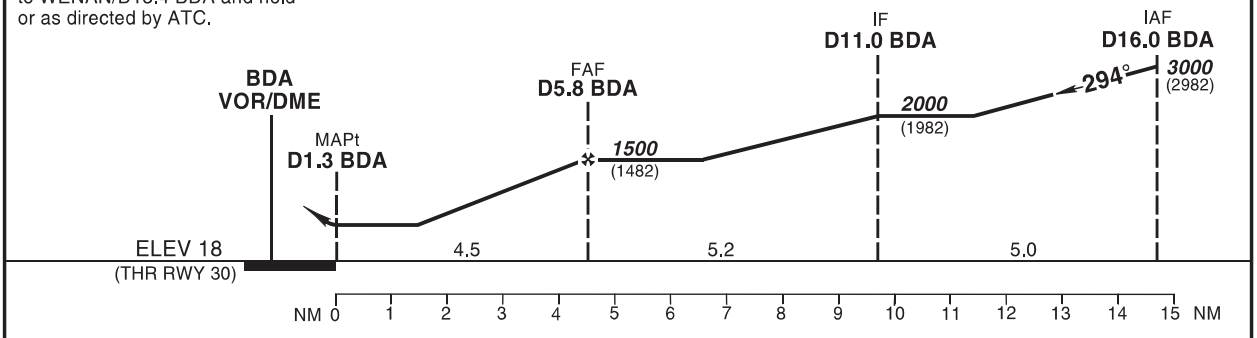
BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L.F. Wade Intl Airport
(TXKF)
VOR RWY 30



MISSED APPROACH:
Climb to *3000* outbound via R-297 BDA
to WENAN/D15.4 BDA and hold
or as directed by ATC.

Trans Level *FL180*
Trans Alt *18000*



ADVISORY INFORMATION ONLY
1. DME required.
2. When control tower closed, obtain local altimeter setting on ATIS. When not available procedure not authorized.
3. Pilot controlled lighting on 122.8 MHz when TWR unmanned.
4. Missed approach climb gradient to WENAN 2.7% for ATC.
5. Maximum 210 KIAS for all turns.

STRAIGHT-IN APPROACH		A	B	C	D
VOR	OCA(H)	***530*** (512)			
	RVR	1500m		1900m	
	ALS out	1500m		2400m	

CIRCLING*		A	B	C	D
	OCA(H)	***750*** (732)			
	VIS	1500m	1600m	2400m	3600m
	ALS out	1500m	1600m	2400m	3600m

*Not authorized South of RWY 12-30.
*Not authorized at night.

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VISUAL APPROACH CHART - ICAO

VISUAL APPROACH CHART - ICAO

WGS-84

AD ELEV
18 FT

BERMUDA TOWER	118.10/ 291.00
BERMUDA GROUND	124.50
CTAF	122.80
ATIS	119.60
NY CENTER CLNC DEL/ APP	128.50/119.10

BERMUDA
L. F. Wade Intl Airport (TXKF)
Bermuda Control Zone

LEGEND

Control Zone (CTR)	
VOR/DME Radials	
Distance Lines	
Imaginary Lines	
Restricted Airspace	
Navaid	BERMUDA VOR/DME 113.9 BDA 3221.9N 06441.4W 53'

ATLANTIC OCEAN

TMA
BERMUDA
E FL 500
700 AGL

CTR
BERMUDA
D BLW 2500 AGL
SFC
Normal Hours of Operation:
0700 - 2300 (Local Time)

15°W (2017)

4.4 NM

1.7 NM

BDA 301° 7 NM

Harbour Radio
Ft. George
345'

Tower
295'

ARP
322150.55N
0644043.33W

Pole
134'

142'
145'

106'

ATS Tower/
Rotating Beacon
184'

St. David's
Lighthouse
231'

BERMUDA
VOR/DME 113.9
BDA
3221.9N
06441.4W
53'

Antenna
292'

238'

Tucker's Point
Hotel

Pole
126'

Weather Radar
Dome Tower
151'

BDA 114° 7 NM

BDA 117° 7 NM

Antenna
464'

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MINIMUM SAFE ALTITUDE WITHIN 25 NM OF BDA VOR 1500 AMSL
EMERGENCY SAFE ALTITUDE WITHIN 110 NM OF BDA VOR 2000 AMSL

SCALE 1 : 75 000

0.5 0 1 2 3 4 NM

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Bermuda Airport Authority

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