

GENERAL**Operational Hours****ATS Hours:** 1100-0300‡**AD ADMIN Hours:** MON-FRI 0900-0400‡**Airport Information****RFF:** CAT 9 1100-0300‡**Fuel:** 1000-0300‡, other times O/R.**PCN:** RWY 12/30: 80/F/A/W/U**Customs:** 1430-0300‡, other times O/R.**Operation****Radar Operations**

- During normal operations SID should not be used for filing purposes.
- When RADAR U/S (by NOTAM) crews are required to file an appropriate SID or STAR.

Exception: for MOMOM and POPOP STARs, following transitions will not be AVBL: BALOO, BOVIC, ENAPI, QINCY, ANTIG, GECAL, SHEIL.

Radio Control of Lighting

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

Radio controlled lighting is AVBL only for declared EMERG, SAR and PPR during uncontrolled hours from 0300-1100‡.

Standard Taxi Routes Apron 4**LDG RWY 30**

Exit right on one of the adjoining TWYs E, F or B, contact GND, turn right on TWY A, turn left on TWY H to APN 4.

LDG RWY 12

Exit left on TWY C, contact GND, turn left on TWY A, turn right on TWY H to APN 4.

DEP RWY 30

Taxi to RWY 30. Turn left on TWY A and hold short of RWY until further instructions are received. Contact TWR east of TWY J.

DEP RWY 12

Taxi to RWY 12. Turn right on TWY A, turn left on TWY B and hold short of RWY until further instructions are received. Contact TWR west of TWY F.

TWY Restriction

TWY T north of TWY B, TWY U and V CLSD.

Taxi/Parking

Apron 5 CLSD.

180°-turns on RWY 12/30 prohibited.

LDG on RWY 12 normally vacate RWY to the left and use TWY A and contact Bermuda GND 124.500 for instructions to terminal ramp area (Apron I).

LDG RWY 30 will normally vacate the RWY direct onto TWY B.

8 nose-in stands (Apron I), priority is given to scheduled air carriers.

When towbar not AVBL on APN 1, expect parallel parking instructions.

GENERAL

APU

APN 4

After LDG, shut down APU ASAP.

APU is limited to 45min before scheduled TKOF.

Warnings

BDA VOR/DME

Potential interference from welding due to airport terminal construction.

VOR/DME unusable:

R080-R106 beyond 10NM below 2900ft AMSL.

R080-R106 beyond 20NM.

DME unusable:

R025-R048 beyond 20NM below 3500ft AMSL.

VOR unusable:

R181-R191 beyond 15NM.

ACFT APN movements are uncontrolled.

Surface wind information contained in ATIS broadcast is reported in degrees true instead of magnetic.

There is a potential for light to moderate turbulence and/or wind shear to be encountered by ACFT conducting APCH to RWY 12/30, when the wind direction originates from the north-east quadrant and in excess of 10KT at surface. This turbulence is generally associated with nearby topography to the north.

ARRIVAL

Communication

COM Failure**RNAV RWY 12/30****LDG RWY 12:**

Track to WENAN, comply with restrictions, after WENAN, execute RNAV RWY 12 APCH.

If unable, execute MISAP to CURUN and hold as published, maintain 3000.

LDG RWY 30:

Track to BIDVE, comply with restrictions, after BIDVE, execute ILS Z or RNAV RWY 30 APCH.

If unable, execute MISAP to WENAN and hold as published, maintain 3000.

Track to TUDIE, comply with restrictions, after TUDIE, execute ILS Z or RNAV RWY 30 APCH.

If unable, execute MISAP to WENAN and hold as published, maintain 3000.

Arrival Procedure

Non-standard GP Intercept Position on RWY 30

GP intercepts RWY 30 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2650m / 8694ft.

Warnings

BDA ILS/DME

Potential interference from welding due to airport terminal construction.

ILS/DME unusable:

Beyond 25° left of RWY CL all ALT.

Beyond 30° right of RWY CL all ALT.

DEPARTURE**Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 800R/800V	-
		All SIDs: MNM climb gradient 8.3% up to 520	

Communication

Transponder code will be issued via Bermuda GND or New York ARTCC on 128.500 when TWR CLSD.

COM Failure**RNAV RWY 12 North**

BOVIC TR: Cross AARUN at or below FL230, then climb to filed ALT.

RNAV RWY 12 South

ANTIG TR: Cross FRSON at or below FL230, then climb to filed ALT.

RNAV RWY 30

BOVIC TR: Cross AARUN at or below FL230, then climb to filed ALT.

ANTIG TR: Cross KAICE at or below FL230, then climb to filed ALT.

BALOO TR: Maintain 3000 until WAUHO, then climb to filed ALT.

Departure Procedure**Departure Note**

When leaving Terminal area (Apron I) for TKOF, use TWY T or W.

ATC Slot, Clearance

Contact Bermuda GND for push-back, start-up and taxi instructions.

BDA-TXKF

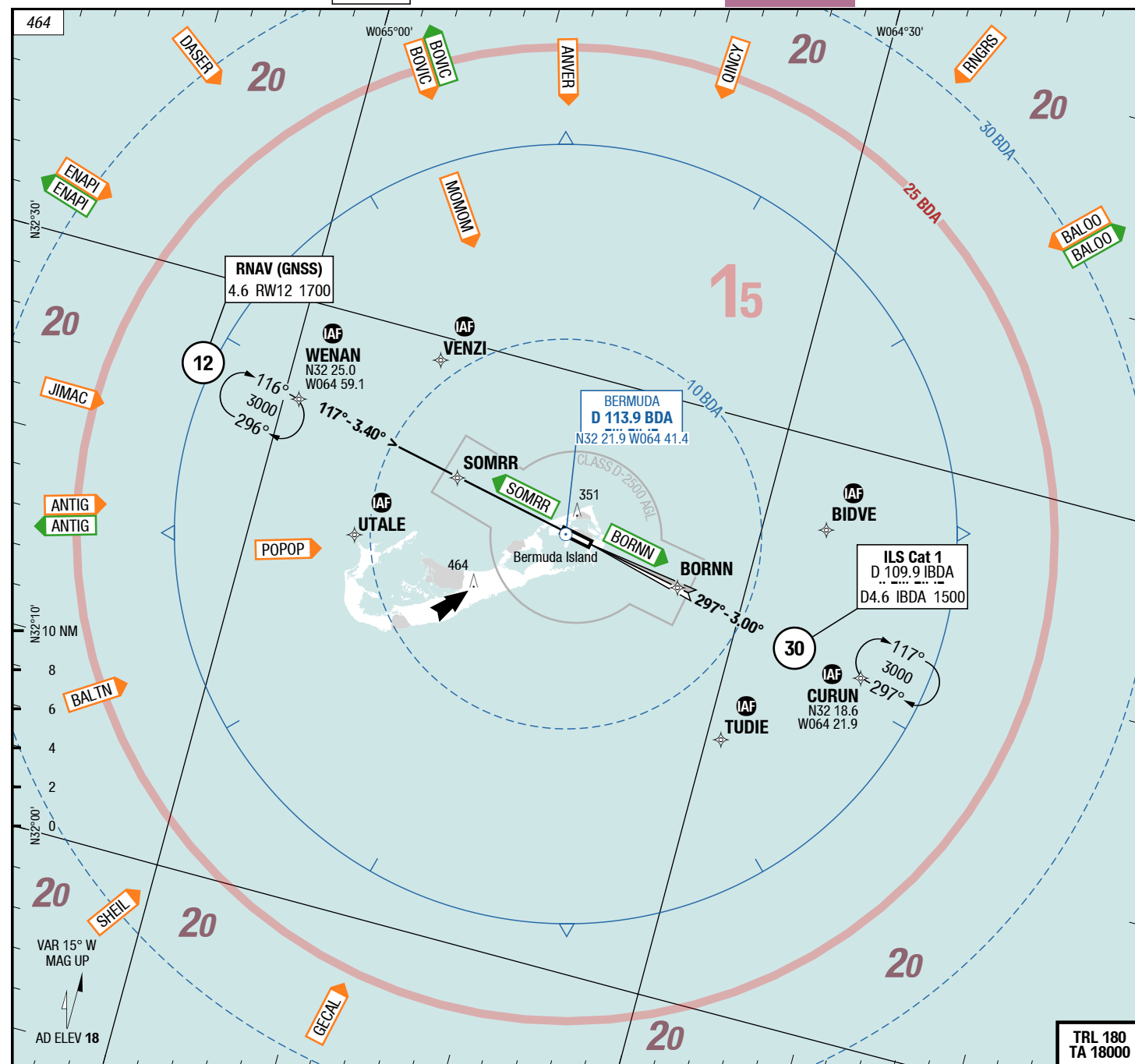
AGC
AFC

AFC

AFC

AGC
AFC

AFC



ATIS	119.600	
New York Center	128.500	
New York APP	119.100	
TWR	118.100	1100-0300±
CTAF	122.800	0300-1100± ARCAL
GND	124.500	1100-0300±
New York Center	128.500	0300-1100± DLV

Landing RWY system:

12

HL-S

RCLL last 300m red

176 2782 x 46

421 83.4°

60 HL

30 HL

YCZ 300m

THR 18 (1hPa) / TDZ 18 (---%) 0.0%

RCLL last 300m red

60 HL

30 HL

46 x 2958

3.0°

457

TDZ 18 (---%) / THR 18 (1hPa) 0.0%

HL-SF

30

**TRL 180
TA 18000**

BDA-TXKF

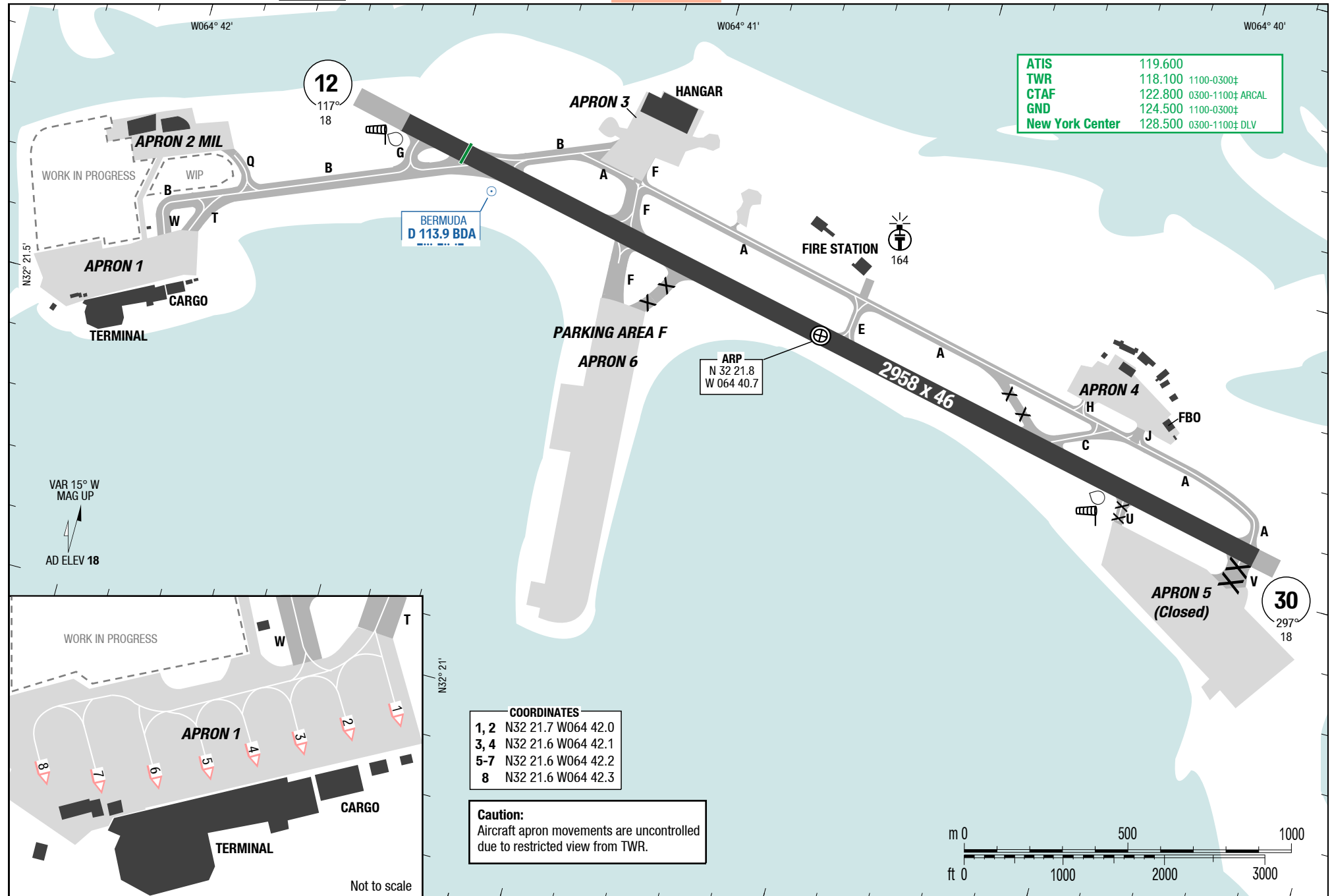
3-20

AGC

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08-JUN-2017
BDA-TXKF

Bermuda Bermuda Island L. F. Wade Intl

RNAV SID RWY 12 South

4-10

RNAV SID RWY 12 North

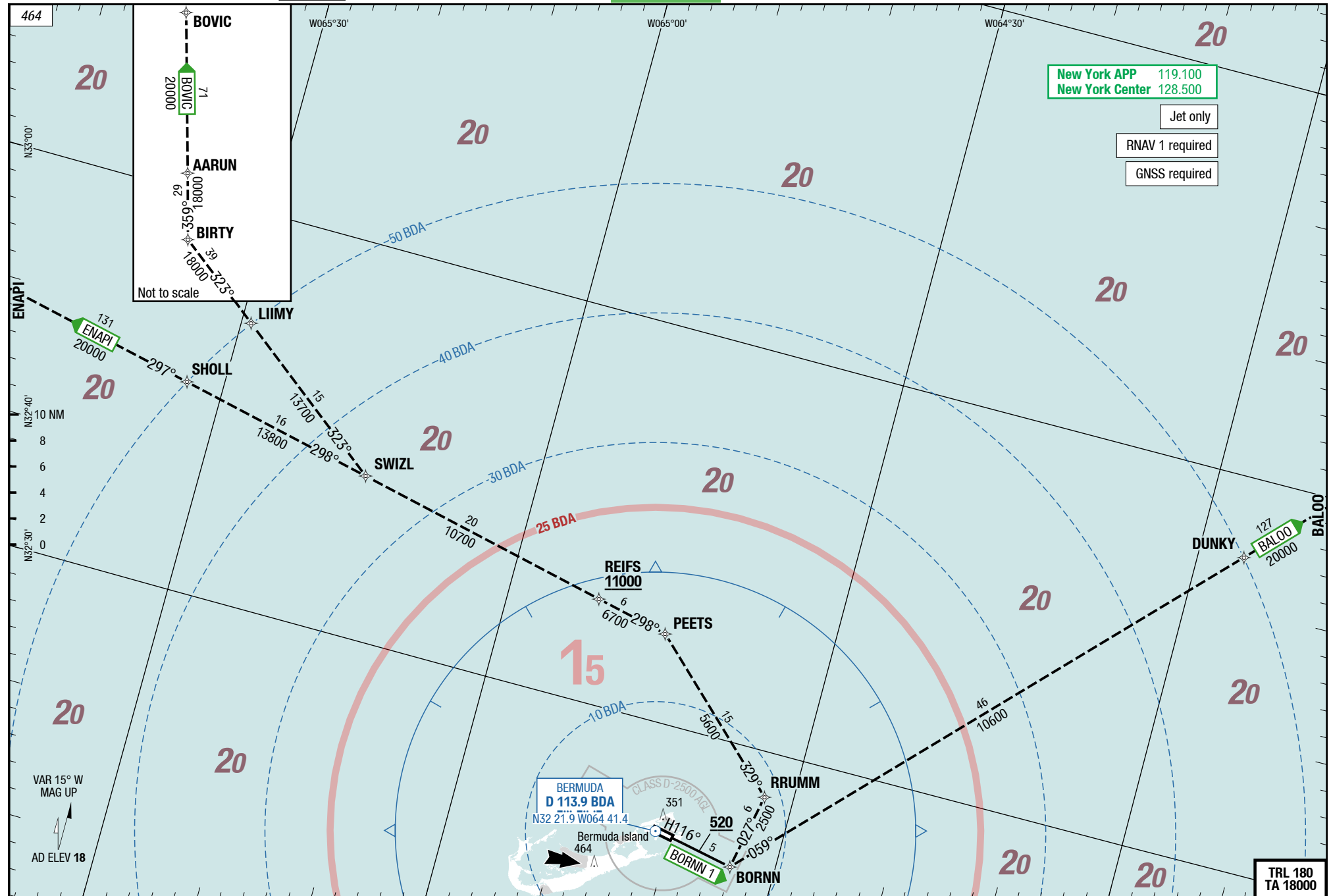
SID

SID

L. F. Wade Intl Bermuda Island Bermuda

RNAV SID RWY 12 South

RNAV SID RWY 12 North



Changes: Note

BDA-TXKF

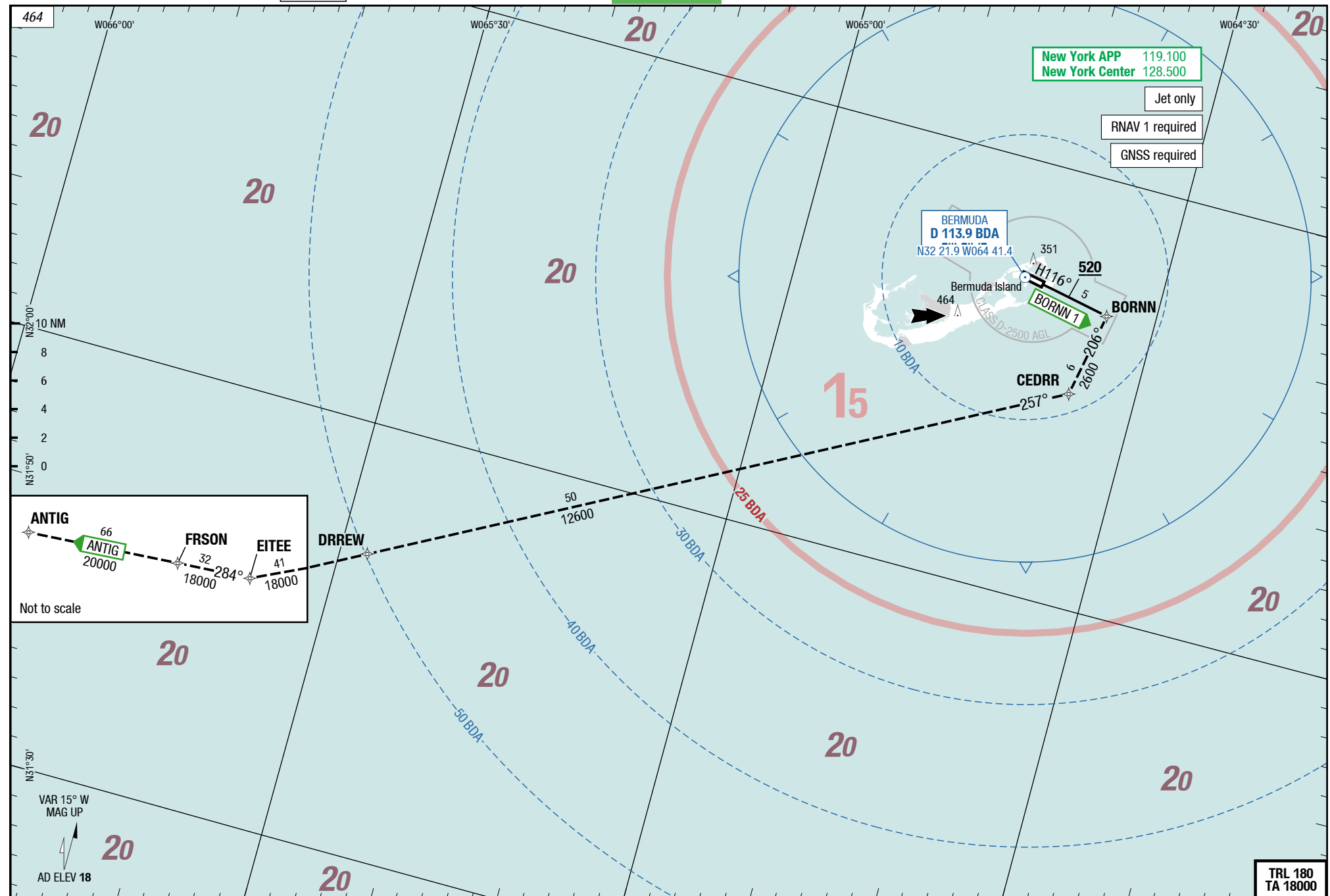
4-20

RNAV SID RWY 12 South

SID

SID

RNAV SID RWY 12 South



Changes: Note

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BDA-TXKF

NIL

4-30

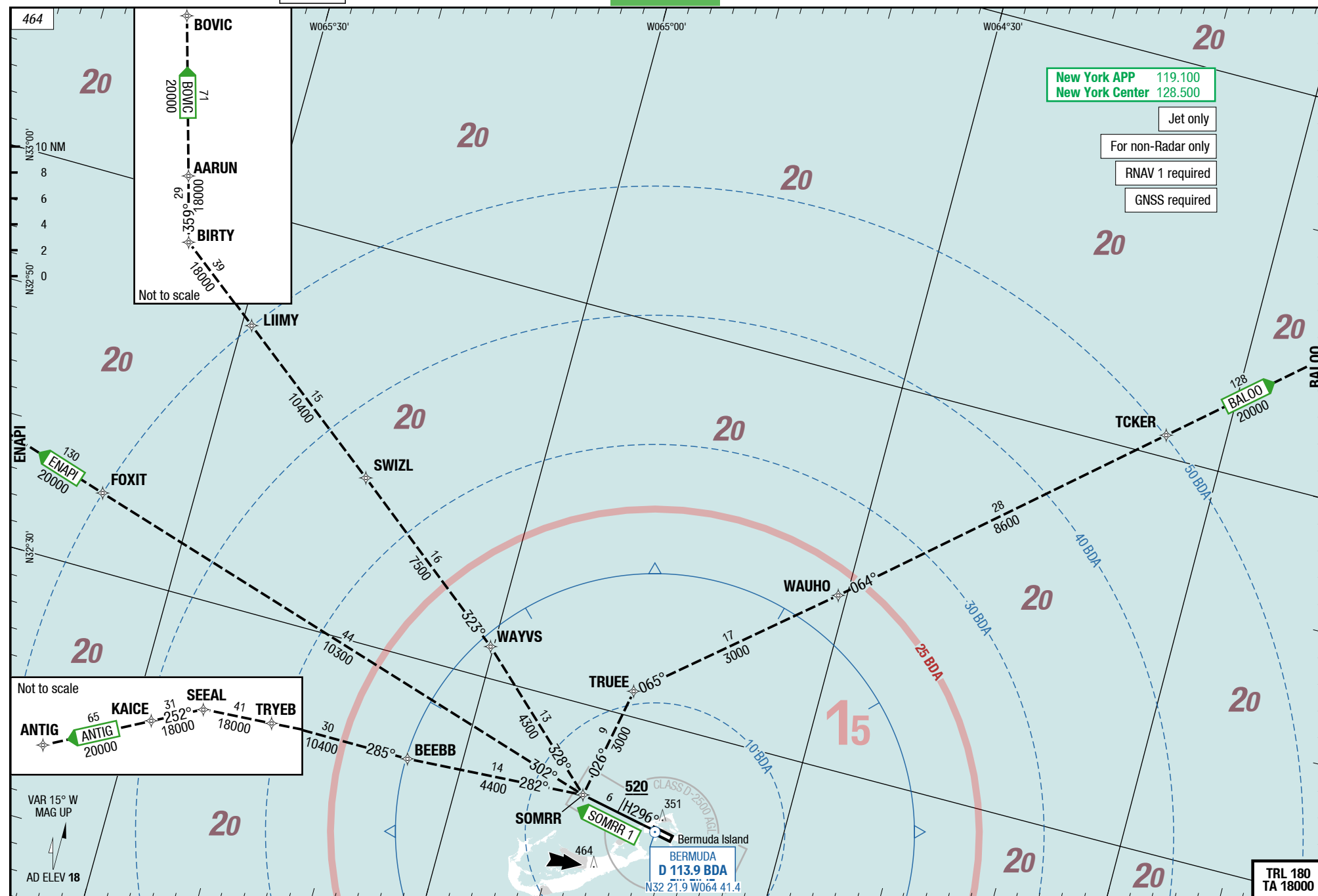
RNAV SID RWY 30

SID

SID

NIL

RNAV SID RWY 30



Changes: new

BDA-TXKF

5-10

RNAV SID RWY 12 North

BORNN 1

RWY 12 (117°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
	HDG 116° - at MNM 520 direct BORNN	
	TRANSITION	
BORNN 1 (Jet only) 8.2% to 520 119.100 ①②	BALOO BORNN - DUNKY - BALOO	initial climb FL230
	BOVIC BORNN - RRUMM - PEETS - REIFS - SWIZL - LIIMY - BIRTY - AARUN - BOVIC	REIFS MNM 11000 initial climb FL230
	ENAPI BORNN - RRUMM - PEETS - REIFS - SWIZL - SHOLL - ENAPI	REIFS MNM 11000 initial climb FL230

① Expect filed ALT 10 MIN after DEP.

② If unable to comply with climb rate, advise ATC on initial contact.

BDA-TXKF

5-20

RNAV SID RWY 12 South

BORNN 1

RWY 12 (117°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BORNN 1 (Jet only) 8.2% to 520 119.100 ①②	HDG 116° - at MNM 520 direct BORNN	
	TRANSITION	
	ANTIG BORNN - CEDRR - DRREW - EITEE - FRSON - ANTIG	initial climb FL230

① Expect filed ALT 10 MIN after DEP.

② If unable to comply with climb rate, advise ATC on initial contact.

BDA-TXKF

5-30

RNAV SID RWY 30

SOMRR 1

RWY 30 (297°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
	HDG 296° - at MNM 520 direct SOMRR	
	TRANSITION	
SOMRR 1 (Jet only) 8.2% to 520 119.100 ①②③	ANTIG	
	SOMRR - BEEBB - TRYEB - SEEAL - KAICE - ANTIG	initial climb FL230
	BALOO	
	SOMRR - TRUEE - WAUHO - TCKER - BALOO	initial climb 3000
	BOVIC	
	SOMRR - WAYVS - SWIZL - LIIMY - BIRTY - AARUN - BOVIC	initial climb FL230
	ENAPI	
	SOMRR - FOXIT - ENAPI	initial climb FL230

- ① Obstacle: Terrain beginning 2357ft from DER, 615ft right of CL up to 115ft MSL.
- ② Expect filed ALT 10 MIN after DEP.
- ③ If unable to comply with climb rate, advise ATC on initial contact.

08-JUN-2017
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Bermuda Bermuda Island L. F. Wade Intl

RNAV STAR South/West

6-10

RNAV STAR North

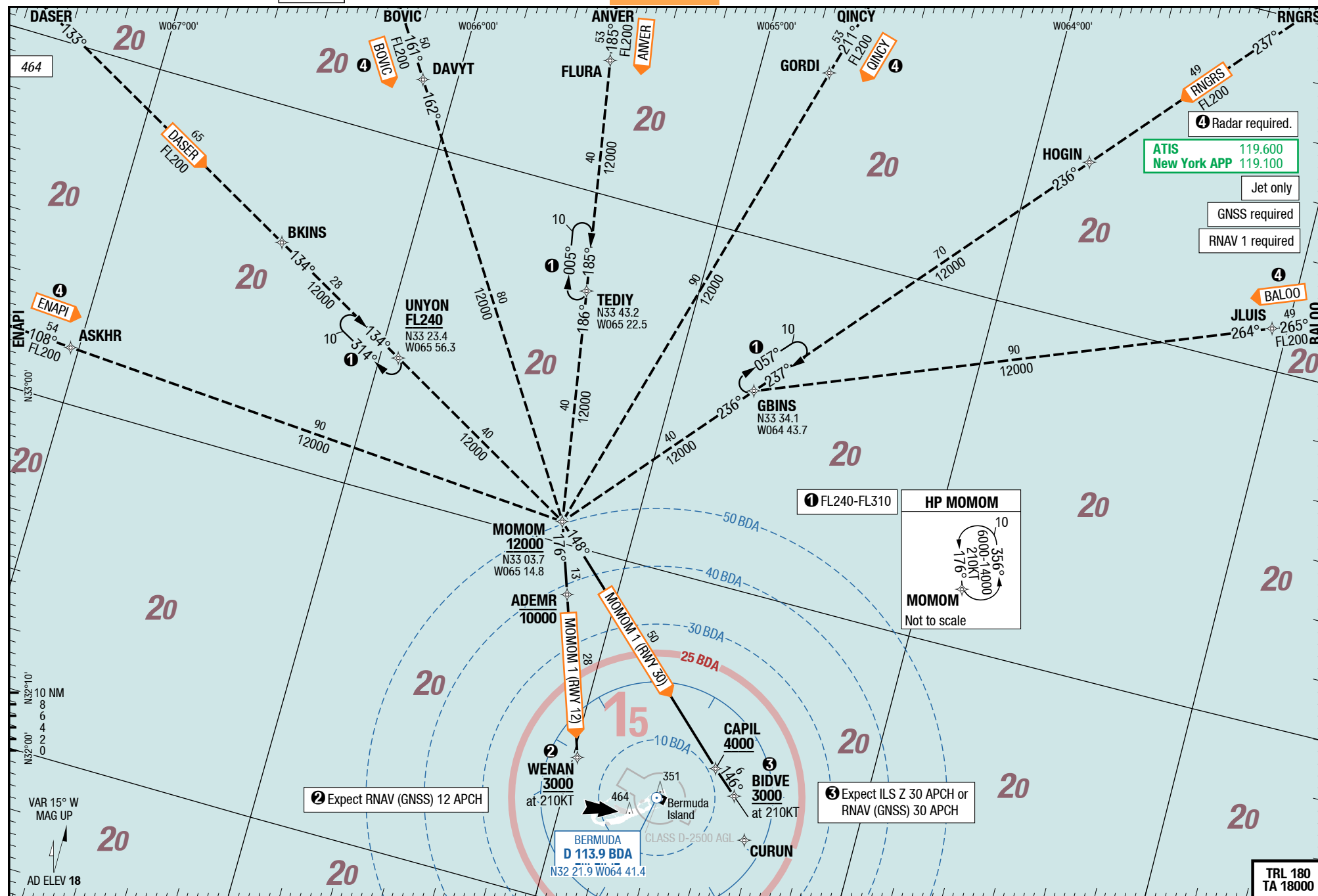
STAR

STAR

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RNAV STAR South/West

RNAV STAR North



Changes: Note

BDA-TXKF

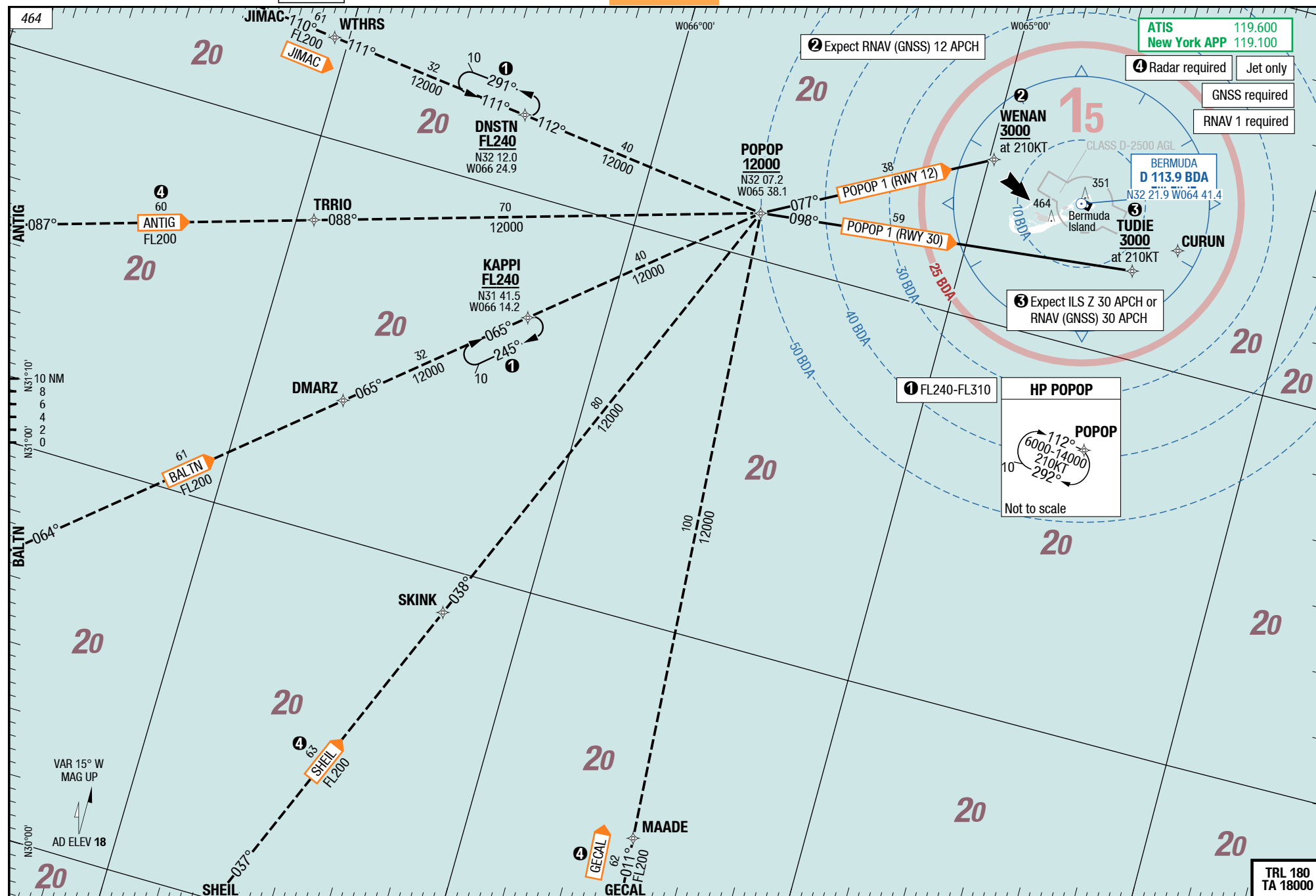
6-20

RNAV STAR South/West

STAR

STAR

RNAV STAR South/West



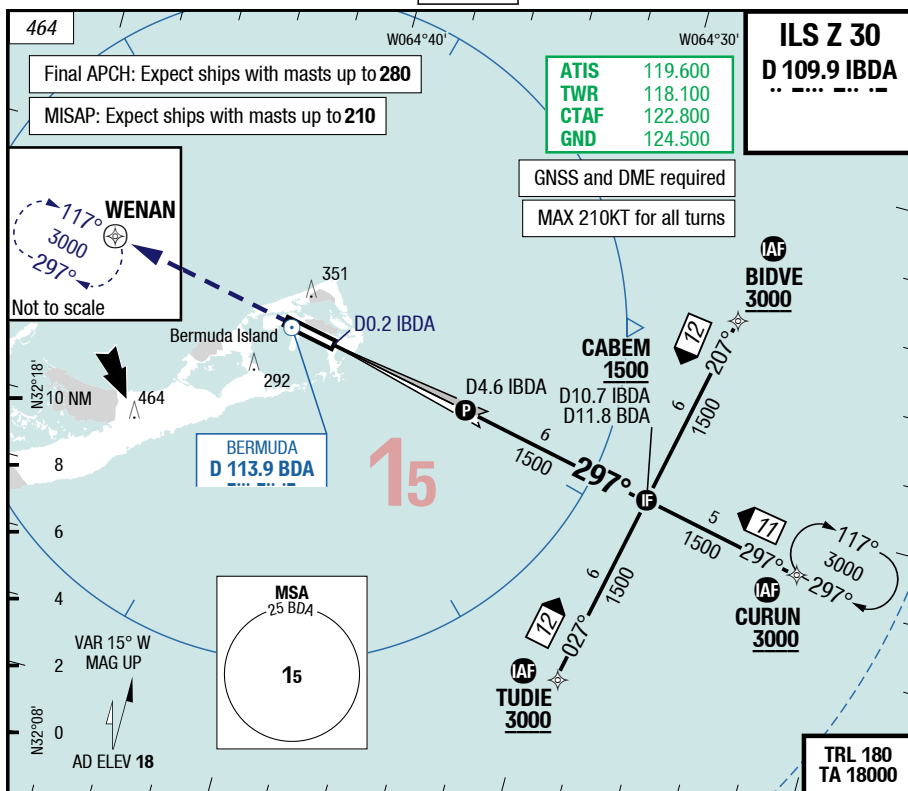
Changes: Note

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BDA-TXKF

7-10

ILS Z 30



RCLL last 300m red

60 HL

30 HL

0.0%

TDZ 18 (---%) / THR 18 (1hPa)

HL-SF

457

3.0°

46 x 2958

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

30

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30

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30

30

1) With EVS RVR 550m

2) For ATC reasons

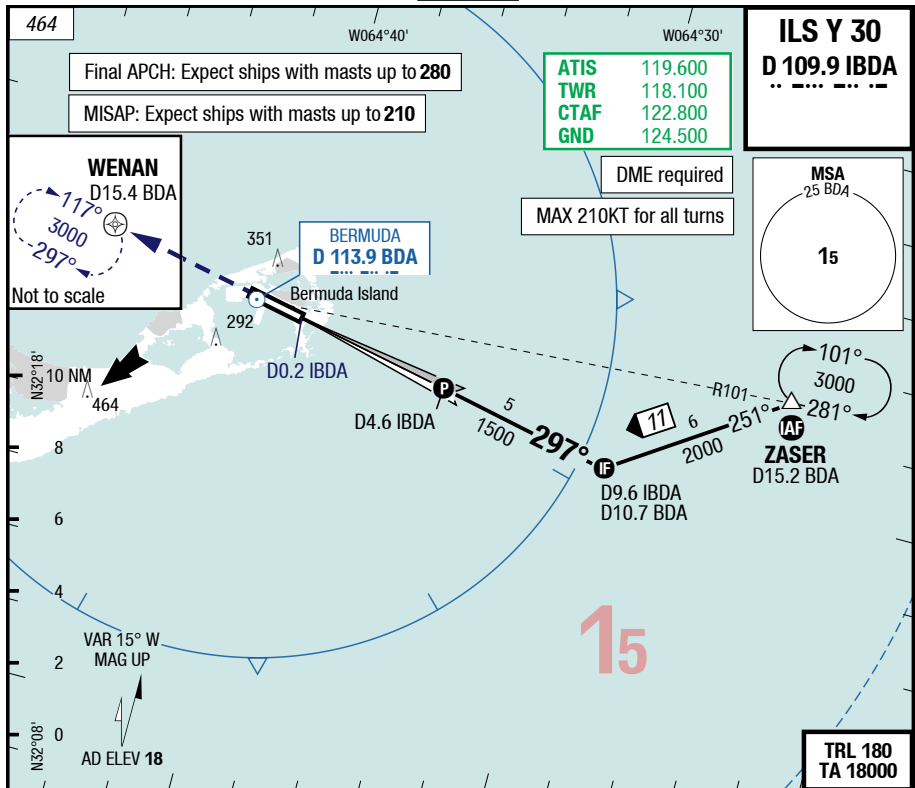
3) PROC NA when TWR CLSD and ATIS not AVBL

Changes: APL

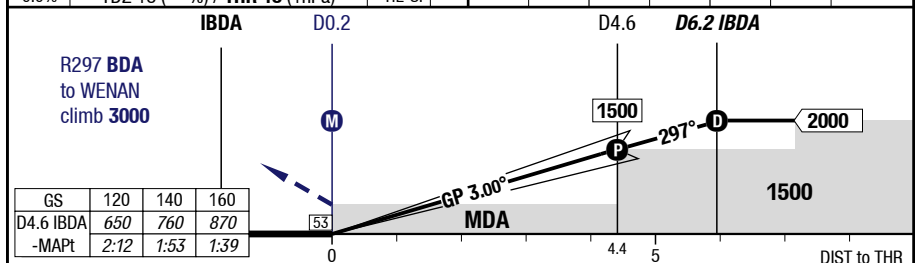
BDA-TXKF

7-20

ILS Y 30



RCLL last 300m red 60 HL 30 HL	46 x 2958	3.0°	457	30	2	3	4	5	6	6.2	LOC 3.06° D 1800
0.0%	TDZ 18 (---%) / THR 18 (1hPa)	HL-SF			650	980	1300	1630	1950	2000	



30	Cat 1 DME GA 2.7% 1) 2) 3)	LOC DME GA 2.7% 2) 3)					Circling N of RWY only HJ only
C	ft - m/km ft	240 - 800R 260	520 - 1.9 530				740 - 2.4V 750
D	ft - m/km ft	240 - 800R 260	520 - 1.9 530				740 - 3.6V 750

1) With EVS RVR 550m

2) For ATC reasons

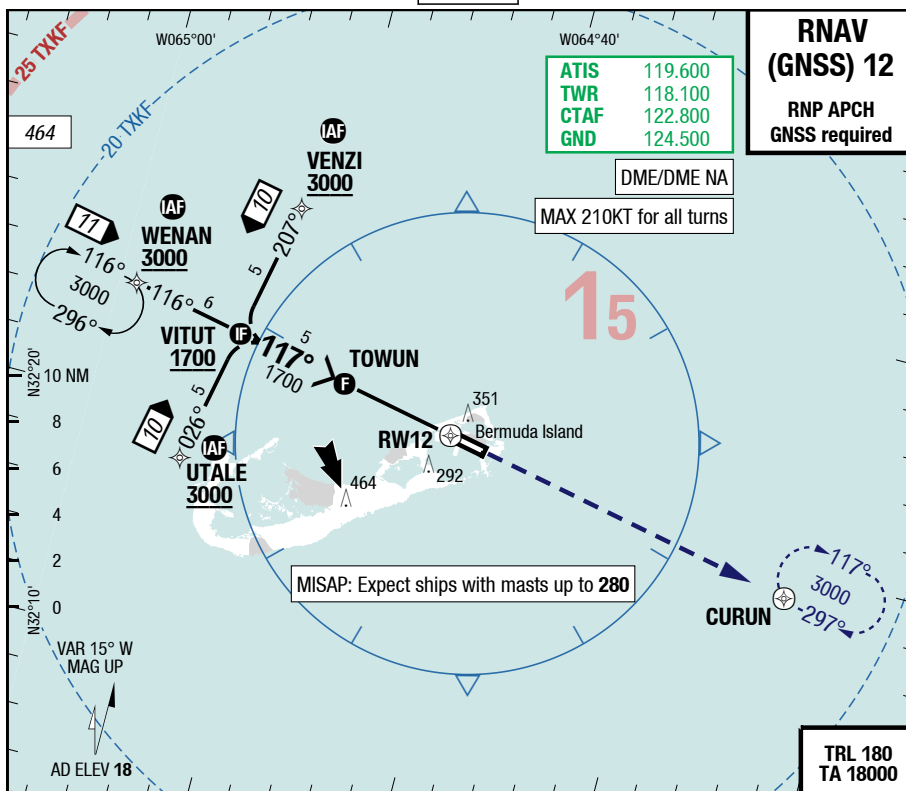
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Changes: APL

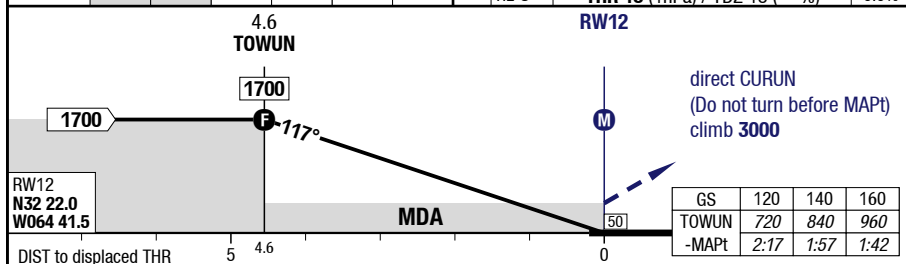
BDA-TXKF

7-30

RNAV (GNSS) 12



3.40°			4.6	4	3	2	(12)	HL-S	<div> <div>RCLL last 300m red</div> <div>60 HL</div> <div>30 HL</div> <div>421</div> <div>176 2782 x 46</div> <div>83.4°</div> <div>YZZ 300m</div> <div>THR 18 (1hPa) / TDZ 18 (---)</div> <div>0.0%</div> </div>
RW12			1700	1520	1150	790			



12		RNAV GNSS VNAV GA 2.7% 1) 2) 3) 4)	RNAV GNSS LNAV GA 2.7% 1) 4)				Circling N of RWY only HJ only only
C	ft - m/km ft	450 - 1.7 460	450 - 1.7 460				740 - 2.4V 750
D	ft - m/km ft	450 - 1.7 460	450 - 1.7 460				740 - 3.6V 750

1) PROC NA when TWR CLSD and ATIS not AVBL
2) Uncompensated BARO VNAV NA below -15°C (5°F)

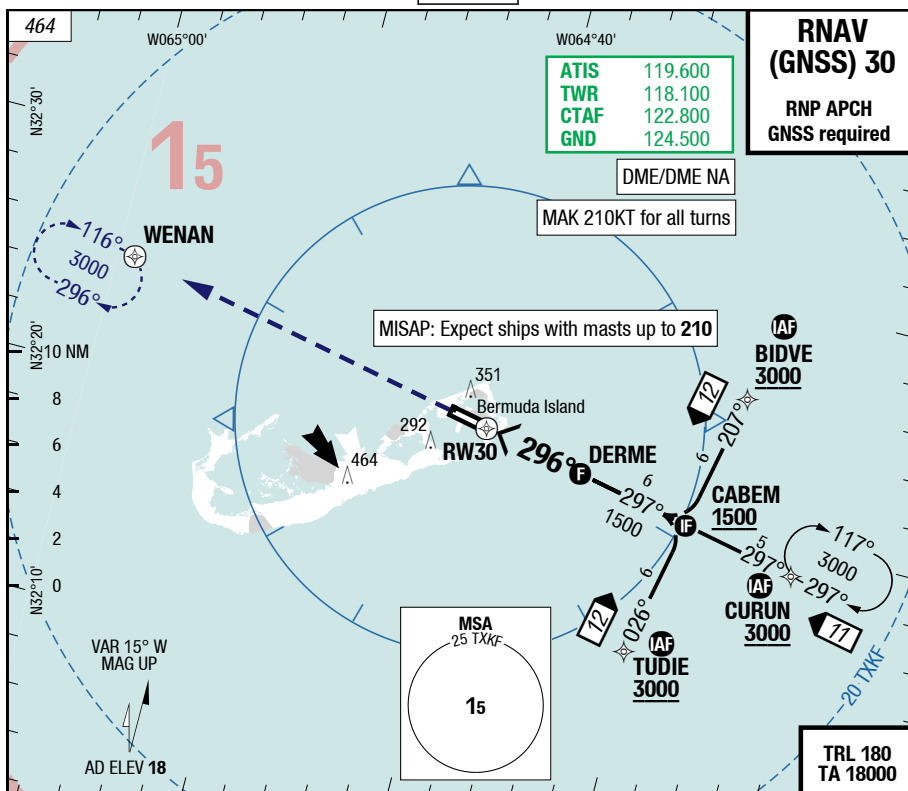
3) With EVS 1.1km
4) For ATC reasons




Changes: APL

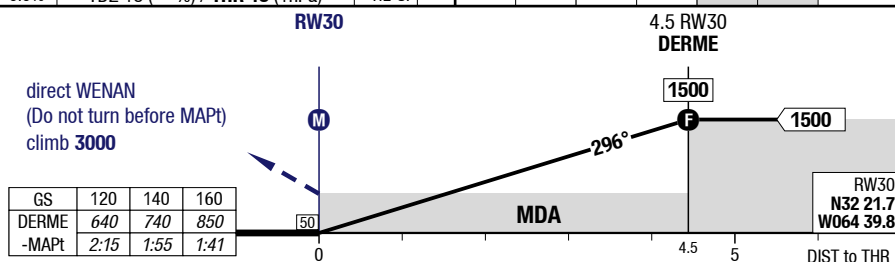
BDA-TXKF

7-40

RNAV (GNSS) 30



<p>RCLL last 300m red 60 HL </p> <p>30 HL  46 x 2958  457</p> <p>3.0°</p> <p>0.0% TDZ 18 (---) / THR 18 (1hPa)</p>	<p>HL-SF</p> <p>30</p>	2	3	4	4.5			3.00°
		710	1030	1350	1500			<p>RW30</p> <p>296</p> <p>RWY 297°</p>



30		RNAV GNSS VNAV GA 2.7% 1) 2) 3) 4)	RNAV GNSS LNAV GA 2.7% 1) 3)			Circling N of RWY only HJ only
C	ft - m/km ft	470 - 1.8 480	520 - 1.9 530			740 - 2.4V 750
D	ft - m/km ft	470 - 1.8 480	520 - 1.9 530			740 - 3.6V 750

1) PROC NA when TWR CLSD and ATIS not AVBL
2) Uncompensated BARO VNAV NA below -15°C (5°F)

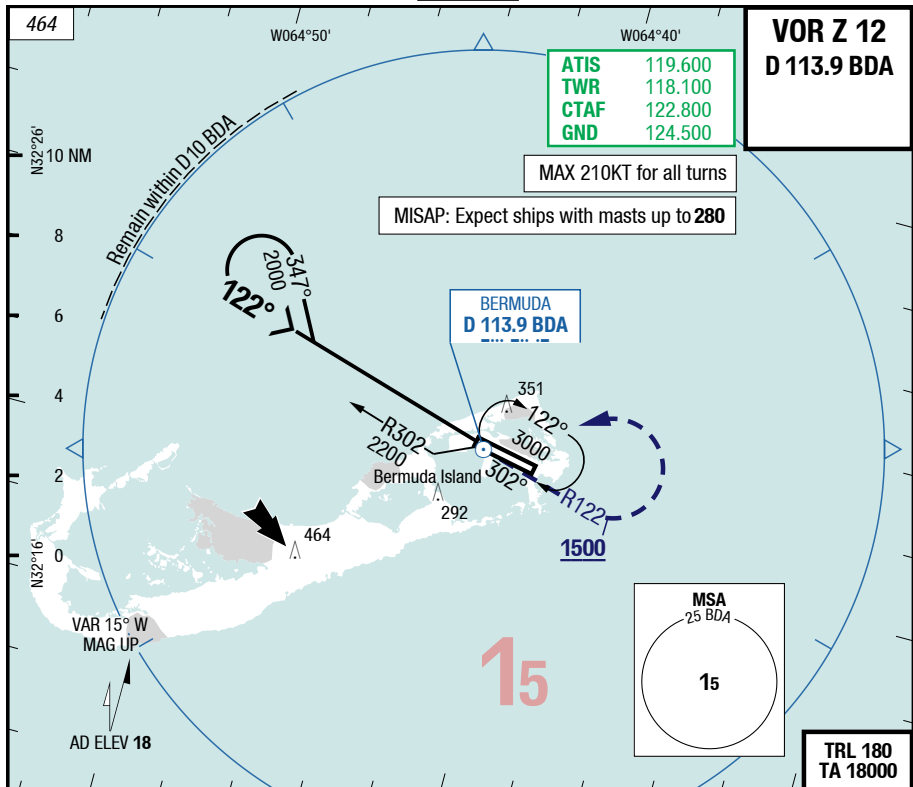
3) For ATC reasons
4) With EVS 1.2km

Changes: APL

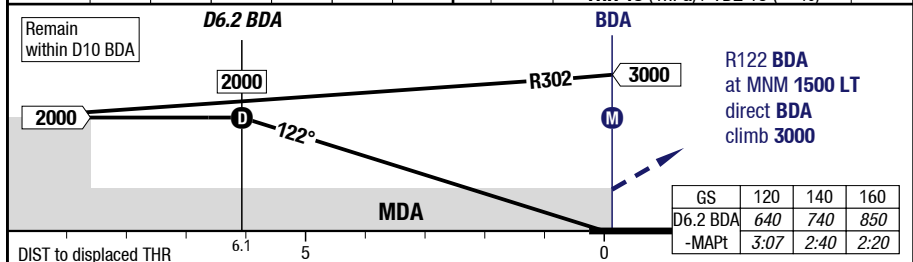
BDA-TXKF

7-50

VOR Z 12



3.00° D BDA 122°	6.2	6	5	4	3	2	12	RCLL last 300m red 60 HL 30 HL 421 83.4° YCR 300m
RWY 117°	2000	1930	1610	1290	970	660	HL-S	THR 18 (1hPa) / TDZ 18 (---%) 0.0%



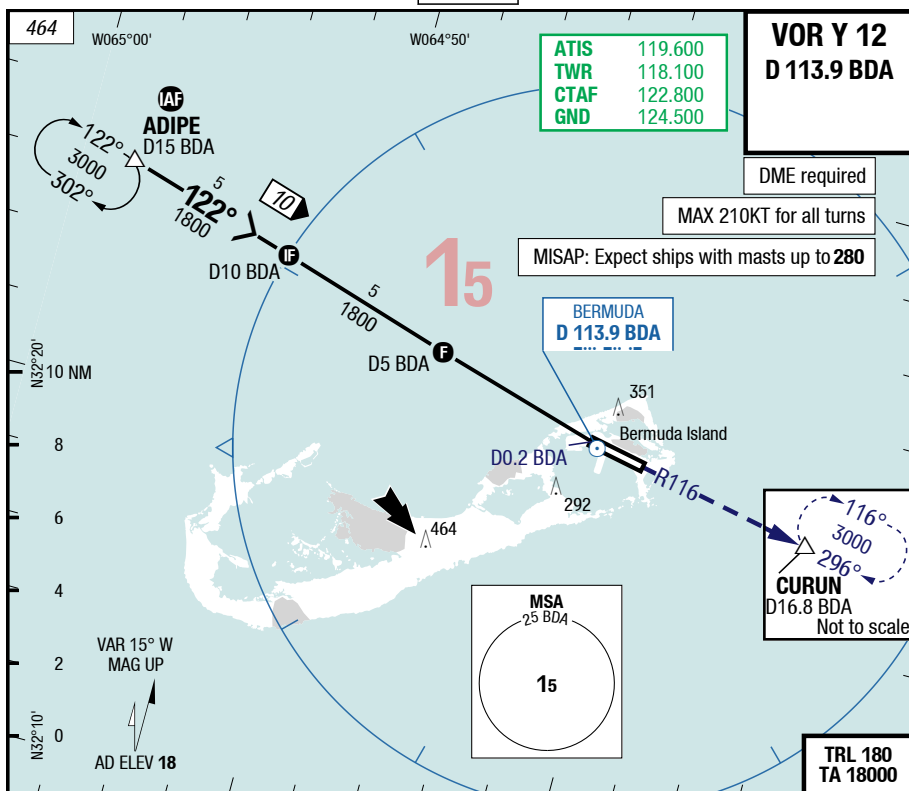
12	VOR 1)	VOR APL U/S 1)				Circling N of RWY only HJ only
C	ft - m/km ft 500 - 2.2 510	500 - 2.7 510				740 - 2.7V 750
D	ft - m/km ft 500 - 2.2 510	500 - 2.7 510				740 - 3.6V 750

1) PROC NA when TWR CLSD and ATIS not AVBL

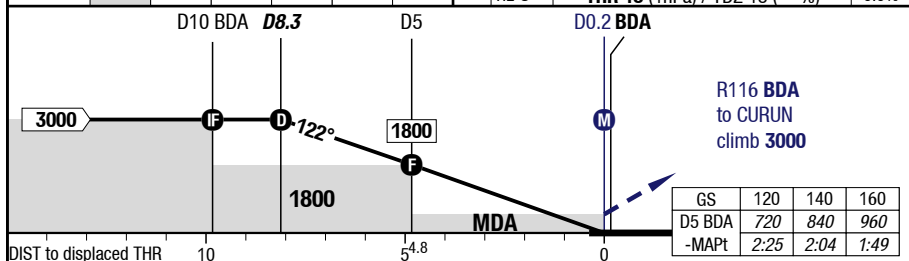
Changes: APL

7-60

VOR Y 12



3.40°		8.3	6	4	3	2	<div> <div>12</div> <div>HL-S</div> </div>	<div> <div>RCLL last 300m red</div> <div>60 HL</div> <div>30 HL</div> </div>
<div> <div>D BDA</div> <div>122°</div> <div>RWY 117°</div> </div>		3000	2180	1460	1100	730		<div> <div>421</div> <div>176</div> <div>2782 x 46</div> <div>83.4°</div> <div>YZC 300m</div> <div>THR 18 (1hPa) / TDZ 18 (----</div> <div>0.0%</div> </div>



12		VOR DME GA 2.7% 1) 2)					Circling N of RWY only HJ only
C	ft - m/km ft	450 - 1.7 460					740 - 2.4V 750
D	ft - m/km ft	450 - 1.7 460					740 - 3.6V 750

1) PROC NA when TWR CLSD and ATIS not AVBL			
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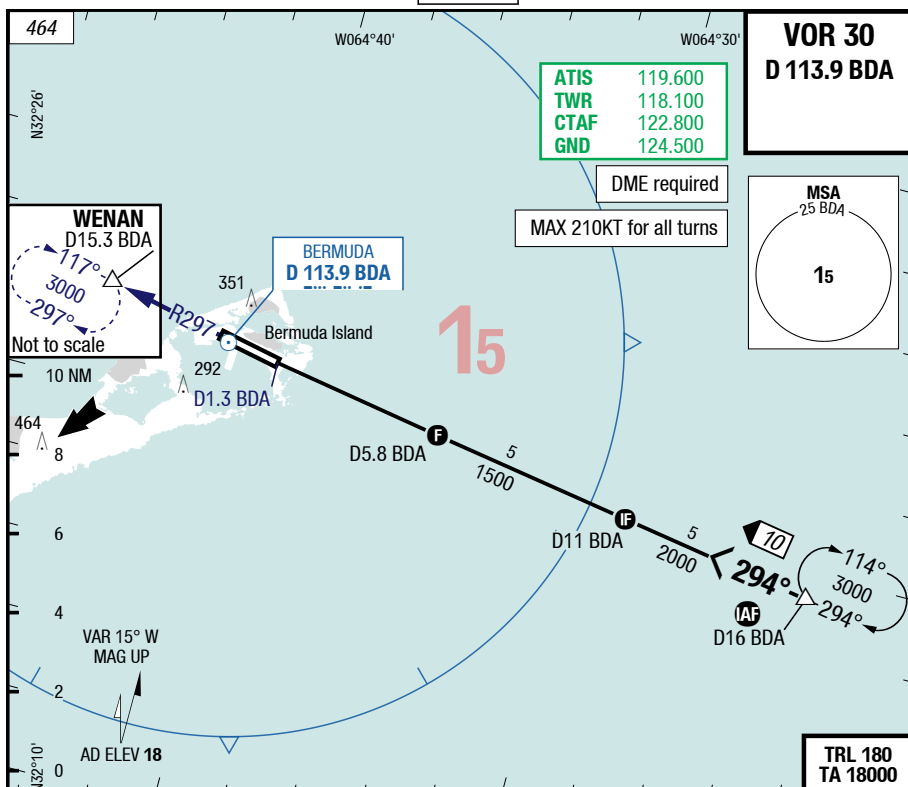
- 2) For ATC reasons

Changes: APL

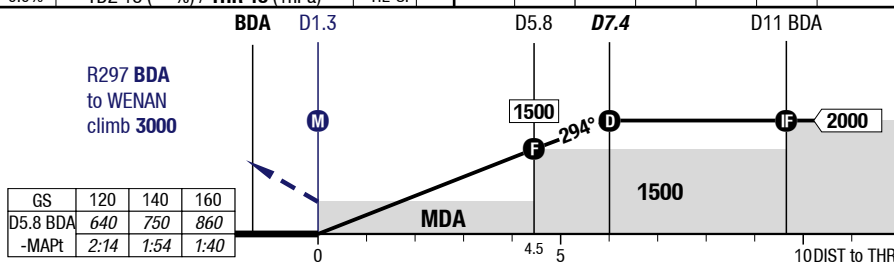
BDA-TXKF

7-70

VOR 30



RCLL last 300m red 60 HL	30 HL	46 x 2958	3.0°	457	30	3	4	5	6	7	7.4	3.03°
0.0%	TDZ 18 (---%)	THR 18 (1hPa)	HL-SF			600	920	1250	1570	1890	2000	D BDA 294° RWY 297°



30	VOR DME GA 2.7% 1) 2)						Circling N of RWY only HJ only
C	ft - m/km ft	520 - 1.9V 530					740 - 2.4V 750
D	ft - m/km ft	520 - 1.9V 530					740 - 3.6V 750

1) PROC NA when TWR CLSD and ATIS not AVBL
2) For ATC reasons