

STRAIGHT-IN RWY		A	B	C	D
12	VOR DME	460' (449')	460' (449')	460' (449')	460' (449')
		V1	V1	V1 ^{1/4}	V1 ^{1/2}
	ALS out	V1	V1	V1 ^{1/4}	V1 ^{1/2}
	VOR	600' (589')	600' (589')	600' (589')	620' (609')
		V1	V1	V1 ^{1/2}	V1 ^{3/4}
ALS out		V1	V1	V1 ^{1/2}	V1 ^{3/4}
30	ILS DME	269' (257')	269' (257')	269' (257')	269' (257')
	FULL	V ^{3/4}	V ^{3/4}	V ^{3/4}	V ^{3/4}
	ALS out	V ^{3/4}	V ^{3/4}	V ^{3/4}	V ^{3/4}
	LOC	400' (388')	400' (388')	400' (388')	400' (388')
		V1	V1	V1	V1 ^{1/4}
	ALS out	V1	V1	V1 ^{1/4}	V1 ^{1/4}
	VOR DME	480' (468')	480' (468')	480' (468')	480' (468')
		V ^{3/4}	V ^{3/4}	V1 ^{1/4}	V1 ^{1/2}
	ALS out	V1	V1	V1 ^{1/4}	V1 ^{1/2}
	VOR	620' (608')	620' (608')	620' (608')	620' (608')
		V1	V1	V1 ^{3/4}	V2
	ALS out	V1	V1	V1 ^{3/4}	V2

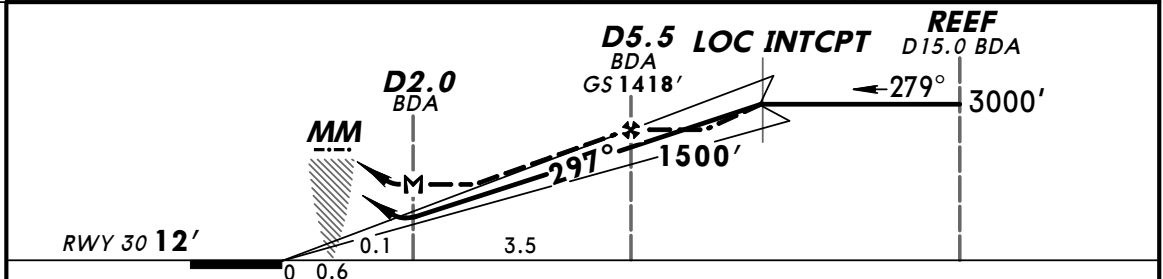
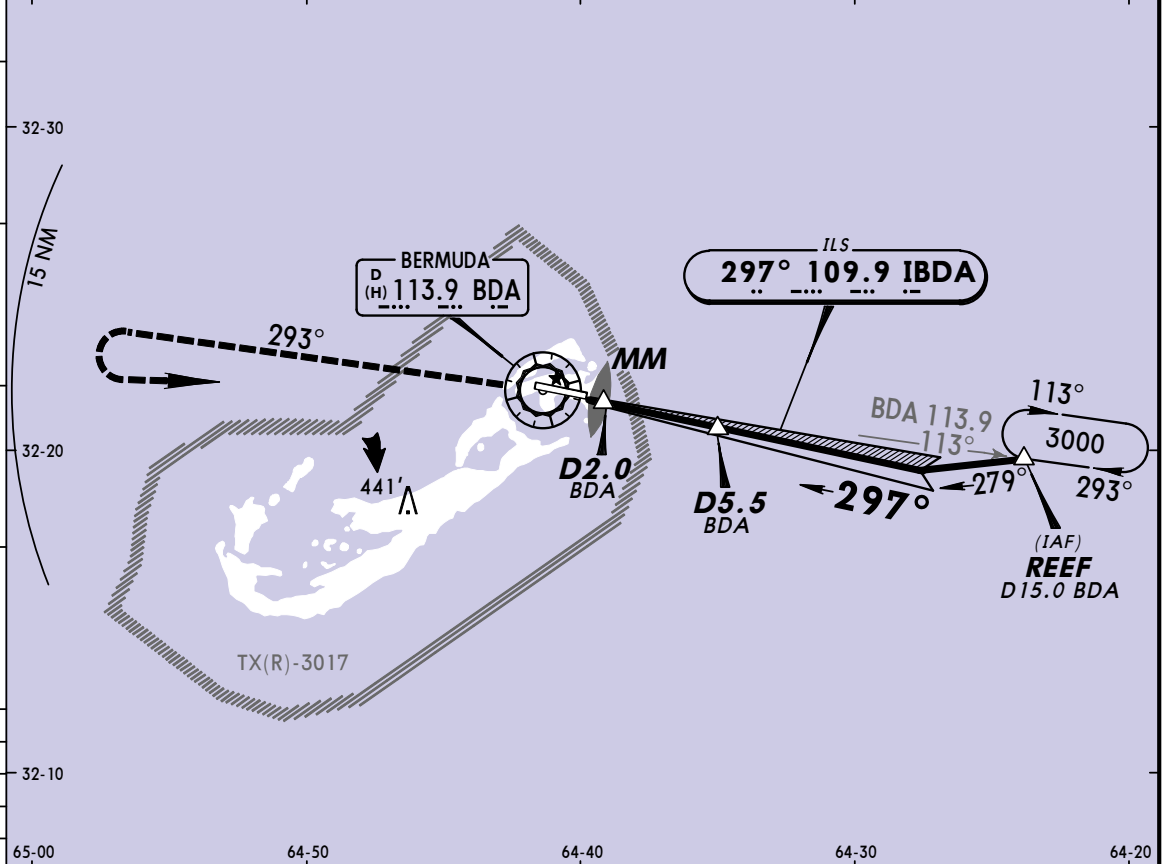
① CIRCLE-TO-LAND	90 Kt	120 Kt	140 Kt	165 Kt
After all approaches	660' (648')	660' (648')	660' (648')	720' (708')
	V1	V1	V1 ^{3/4}	V2 ^{1/4}

① Not Authorized South of Runway 12-30.

TAKE-OFF

		All Rwy's	
		Adequate Vis Ref	STD
1 & 2 Eng	1/4		1
3 & 4 Eng			1/2

*ATIS 119.6	NEW YORK Center (APP) 128.5	*BERMUDA Tower 119.1	*Ground 118.1	*CTAF 124.5	122.8
LOC IBDA 109.9	Final Apch Crs 297°	GS D5.5 1418' (1406')	ILS DA(H) 269' (257')	Apt Elev 12' Rwy 30 12'	1500'
MISSED APCH: Climb to 1500' outbound via BDA VOR R-293 within 15 NM.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Pilot controlled lighting on 122.8 when Twr inop.					MSA BDA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I PAPI	1500' ↑	BDA via 113.9 within 15 NM R-293
GS 3.00°	377	484	538	646	753	861			
MAP at D2.0 BDA									

STRAIGHT-IN LANDING RWY30				CIRCLE-TO-LAND	
ILS DA(H) 269' (257')		LOC (GS out) MDA(H) 400' (388')		Not Authorized South of Rwy 12-30	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A				90	660' (648')-1
B			1	120	660' (648')-1
C	3/4			140	660' (648')-1 3/4
D			1 1/4	165	660' (648')-2

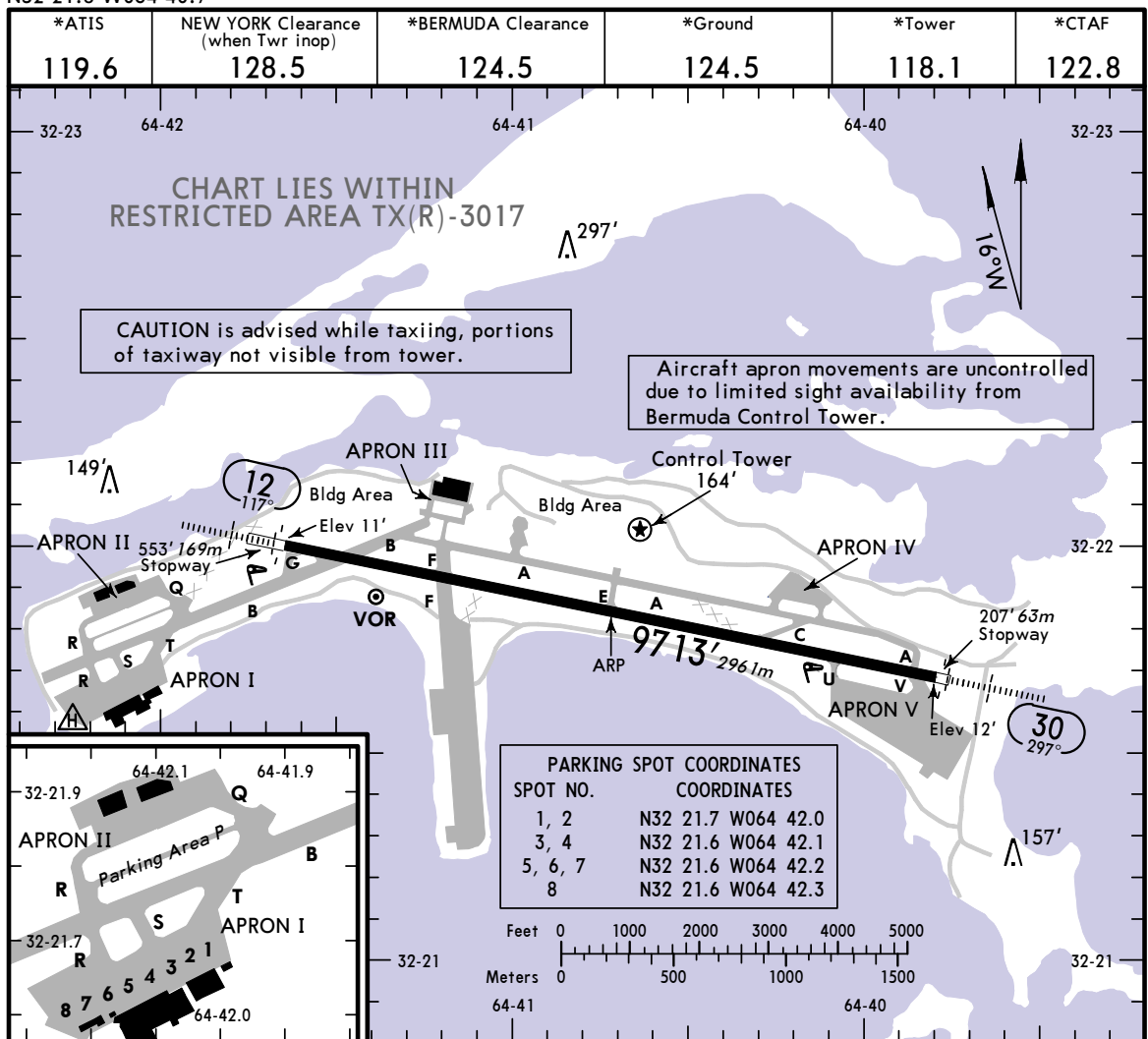
TXKF/BDA

JEPPESEN BERMUDA IS, BERMUDA

Apt Elev 12'
N32 21.8 W064 40.7

25 JAN 08 (11-1)

WADE INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL REIL HIALS PAPI-R (angle 3.2°)				150'
30	HIRL ALSF-I PAPI-L (angle 3.0°)				46m

1 Pilot controlled lighting activated on 122.8 when tower inop.

Local Traffic Regulations

- Aircraft landing on Runway 12 will normally be required to clear left and use Taxiway A and then contact Ground for instructions to the Passenger Terminal Ramp area (Apron I).
- Aircraft landing on Rwy 30 will normally clear the Runway onto Taxiway B.
- The Passenger Terminal Area (Apron I) has eight nose-in parking spots for which priority is given to scheduled air carriers.
- The North Ramp (Apron II) is used for long-term or overnight parking of aircraft and access is normally via Taxiway R or Taxiway Q, with taxi instructions received from Bermuda Ground.
- All aircraft are prohibited from making 180-degree turns on Runway 12/30 unless instructed to do so.
- Isolated parking for acft with hazardous cargo is south of Twy F on the area known as the "finger".

Departure Clearance Procedures

- Ground provides ATC departure clearance during Control Tower operational hours (0700 - 2300 Local).
- NY ARTCC provides ATC departure clearance (128.5), during Control Tower non-operational hours.
- Aircraft will contact Ground for push-back, start, and taxi instructions from the Passenger Terminal (Apron I). Aircraft will use Taxiway R, Taxiway S or Taxiway T when departing Apron I.

		TAKE-OFF	
		All Rwys	
		Adequate Vis Ref	STD
1 & 2 Eng	1/4		1
3 & 4 Eng			1/2

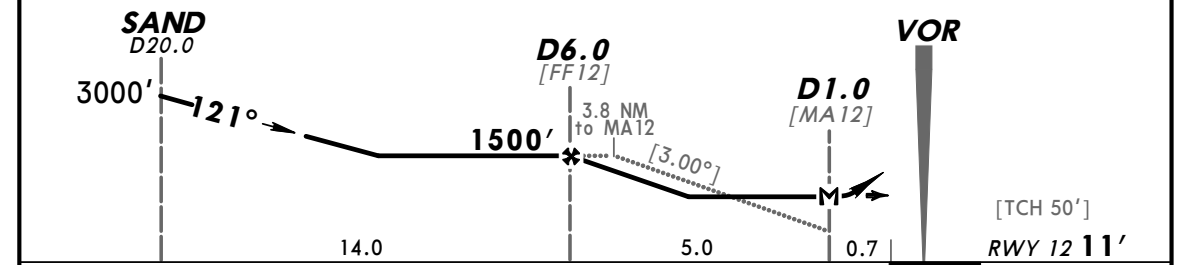
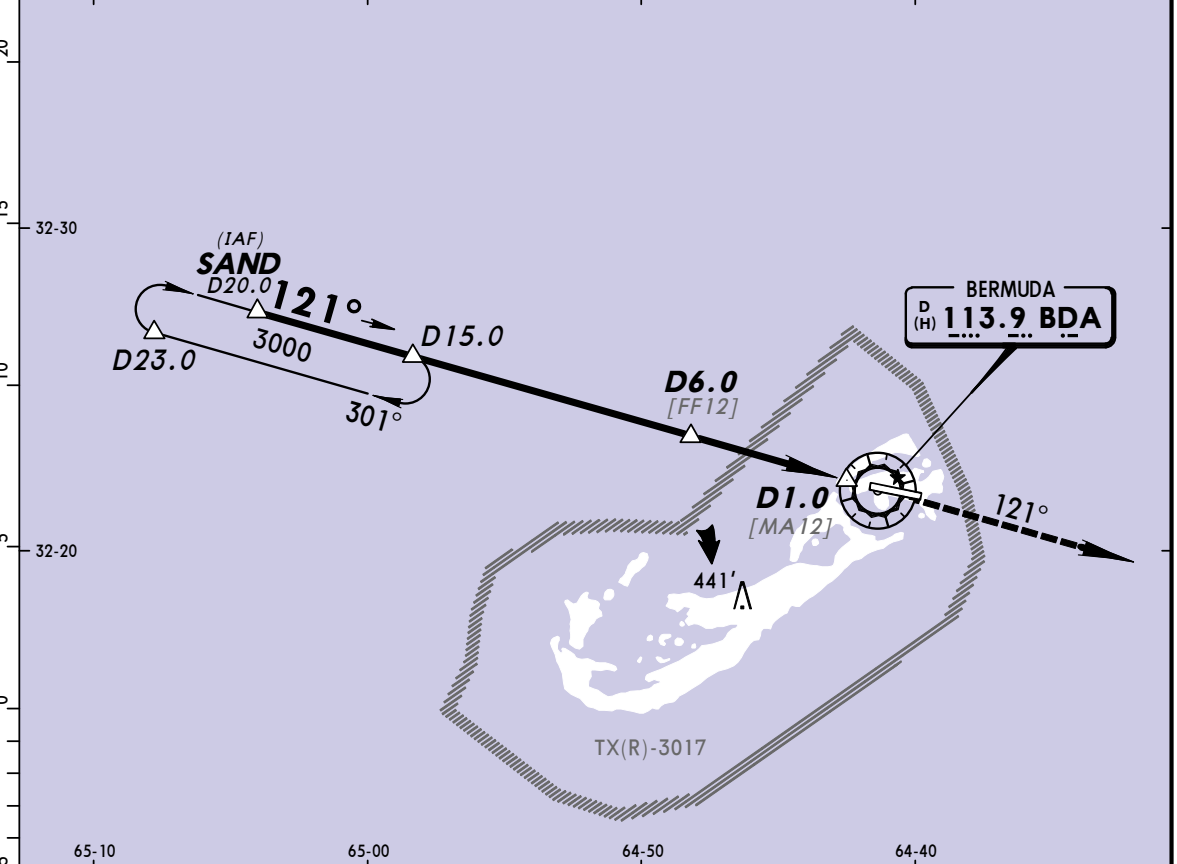
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25 JAN 08 **(13-1)**

BERMUDA IS, BERMUDA
VOR DME Rwy 12

*ATIS	NEW YORK Center (APP)			*BERMUDA Tower	*Ground	*CTAF
119.6	128.5	119.1	118.1	124.5	122.8	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;">1500'</div>
VOR BDA 113.9	Final Apch Crs 121°	Minimum Alt D6.0 1500' (1489')	MDA(H) 460' (449')	Apt Elev 12' Rwy 12 11'		
MISSED APCH: Climb to 1500' outbound via BDA VOR R-121 within 15 NM.						
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
1. Pilot controlled lighting on 122.8 when Twr inop.						MSA BDA VOR



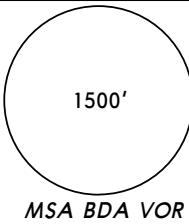
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0						

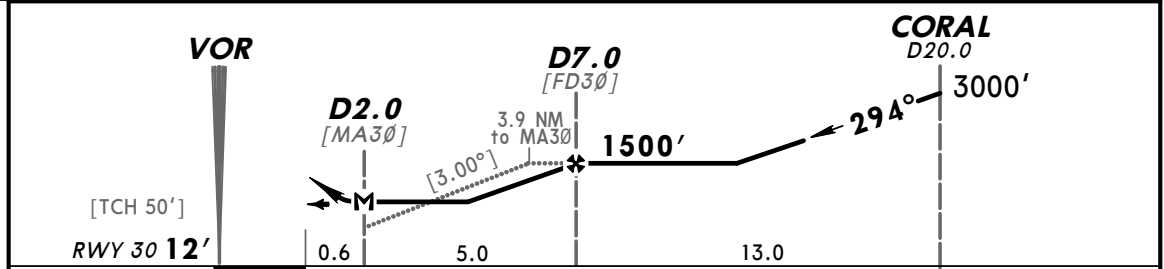
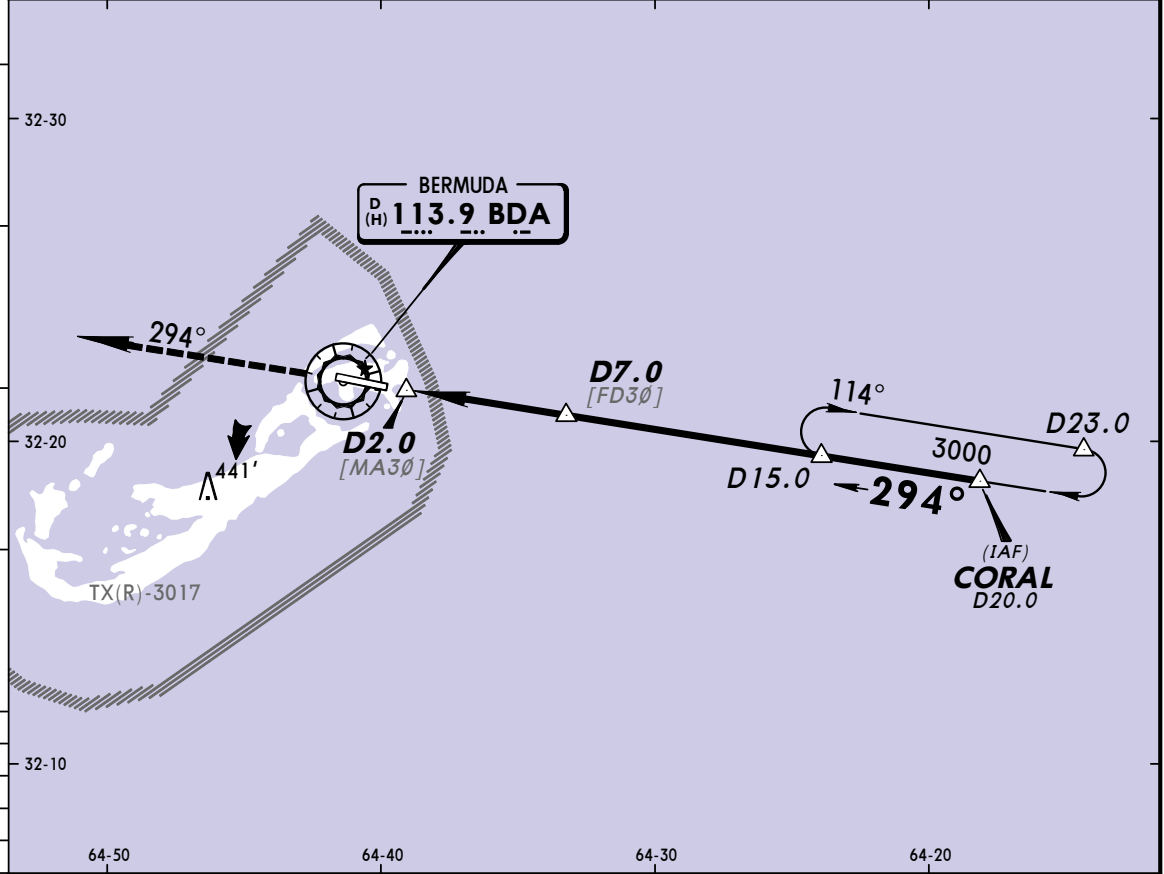
1500' BDA
 REIL PAPI
 ↑ via **113.9** within 15 NM
R-121

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
MDA(H) 460' (449')			Not Authorized South of Rwy 12-30		
	HIALS out		Max Kts.	MDA(H)	
A			90	660' (648')-1	
B	1		120	660' (648')-1	
C	1¼		140	660' (648')-1¾	
D	1½		165	660' (648')-2	

CHANGES: ATIS added.

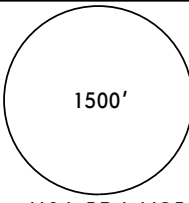
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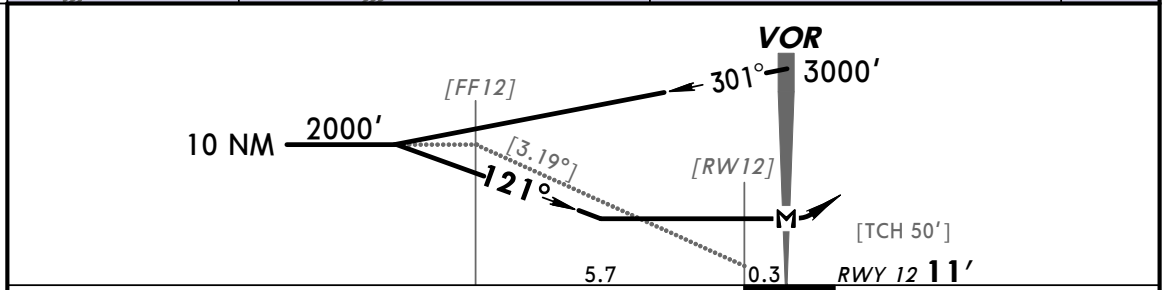
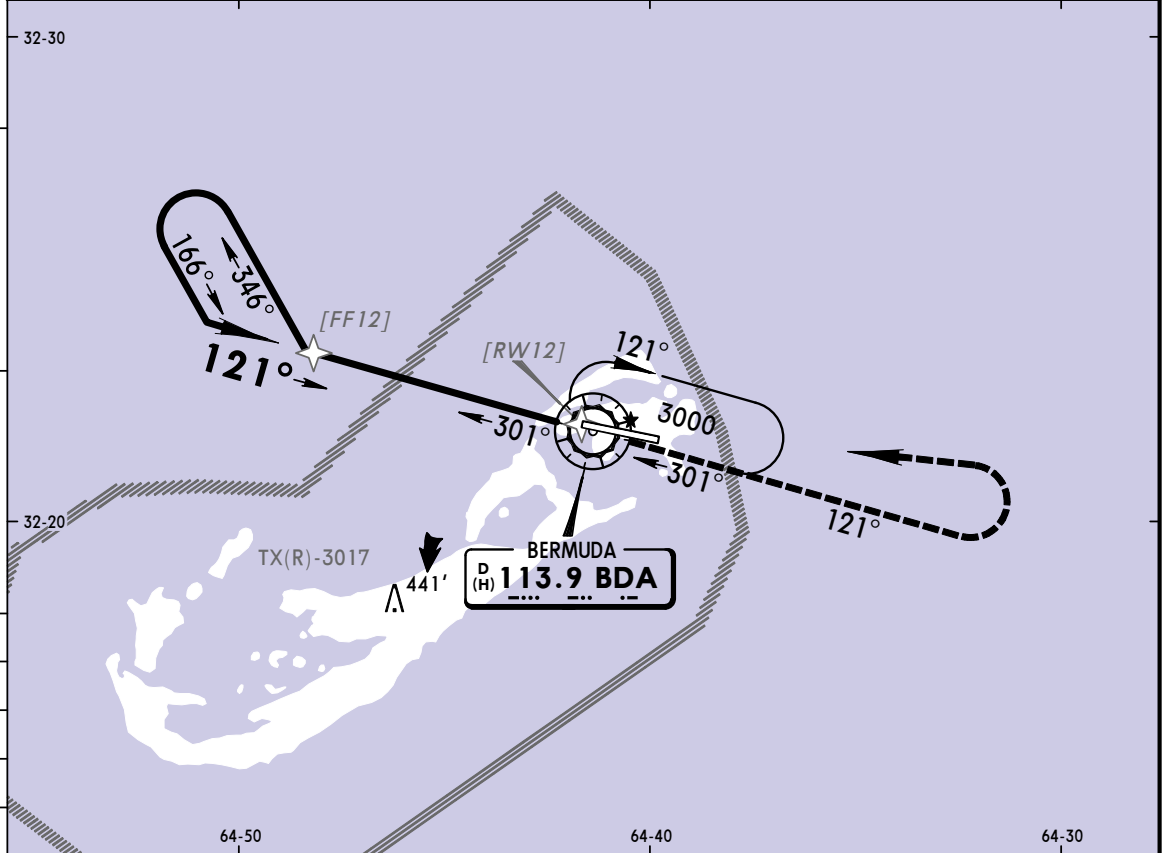
*ATIS 119.6	NEW YORK Center (APP) 128.5	*BERMUDA Tower 119.1	*Ground 124.5	*CTAF 122.8
VOR BDA 113.9	Final Apch Crs 294°	Minimum Alt D7.0 1500' (1488')	MDA(H) 480' (468')	Apt Elev 12' Rwy 30 12'
MISSED APCH: Climb to 1500' outbound via BDA VOR R-294 within 15 NM.				 1500' MSA BDA VOR
Alt Set: INCHES		Trans level: FL 180		
1. Pilot controlled lighting on 122.8 when Twr inop.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI	1500' BDA via 113.9 within 15 NM R-294
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at D2.0								

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND	
MDA(H) 480' (468')			Not Authorized South of Rwy 12-30	
		ALS out	Max Kts	MDA(H)
A	3/4	1	90	660' (648')-1
B			120	
C	1 1/4		140	660' (648')-1 3/4
D	1 1/2		165	660' (648')-2

*ATIS 119.6	NEW YORK Center (APP) 128.5	*BERMUDA Tower 119.1	*Ground 124.5	*CTAF 122.8
VOR BDA 113.9	Final Apch Crs 121°	No FAF	MDA(H) Refer to Minimums	Apt Elev 12' Rwy 12 11'
MISSED APCH: Climb to 3000' outbound via BDA VOR R-121, turn LEFT to BDA VOR and hold.				
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	BDA	via 113.9 R-121	LT	BDA 113.9
Descent angle [3.19°]	395	508	564	677	790	903	REIL PAPI	↑				
MAP at VOR												

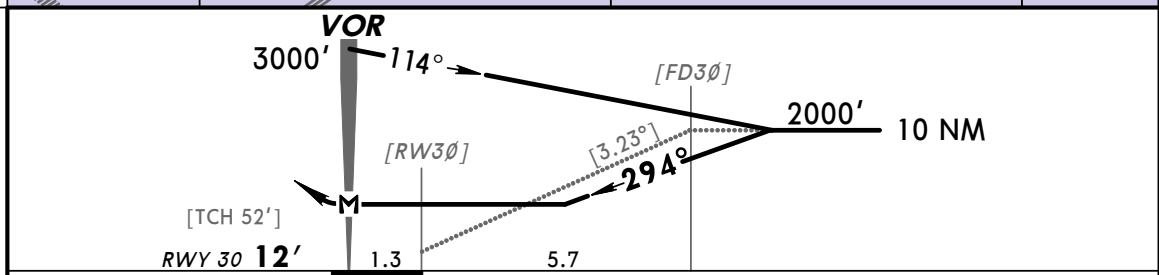
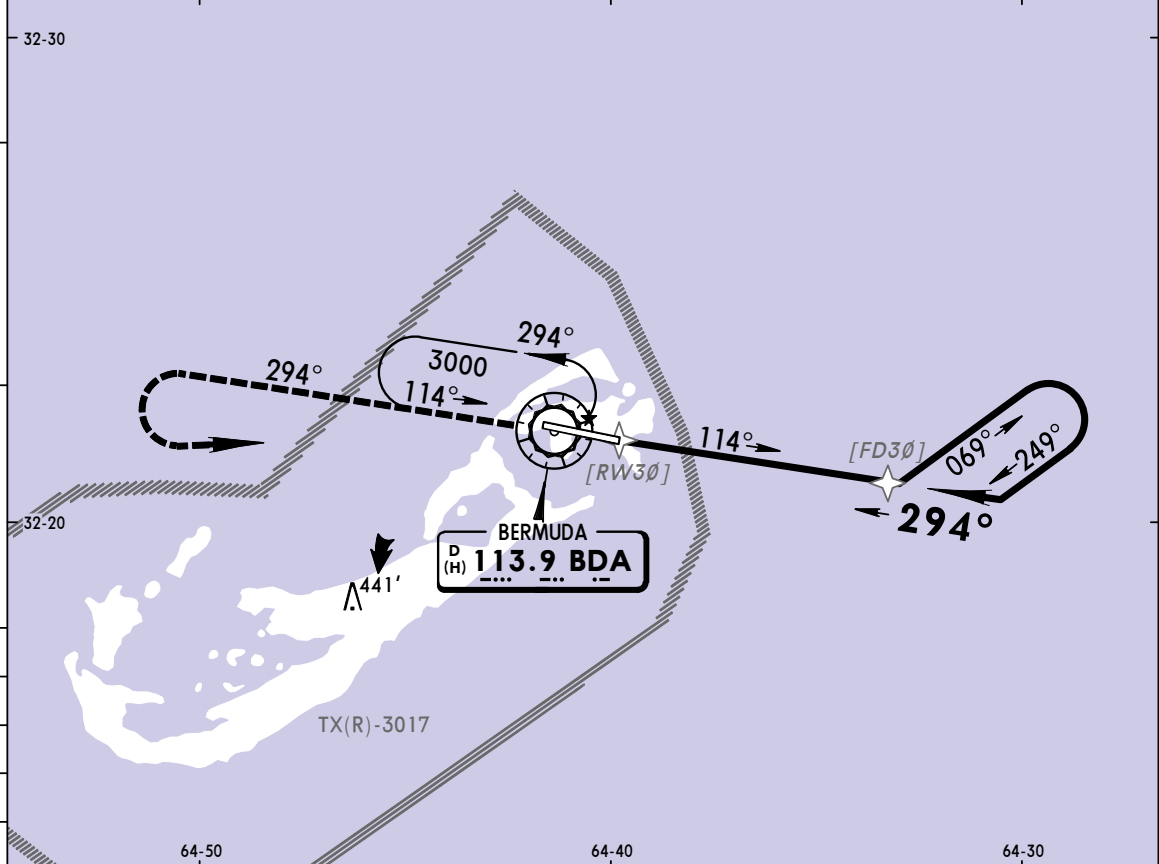
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
A,B,C: 600' (589')				Not Authorized South of Rwy 12-30			
MDA(H) D: 620' (609')				M— MDA(H) —			
HIALS out				Max Kts.			
A	1			90	660'(648')-1		
B				120	660'(648')-1		
C	1½			140	660'(648')-1¾		
D	1¾			165	660'(648')-2		

TXKF/BDA
WADE INTL

JEPPESEN
25 JAN 08 **(13-4)**

BERMUDA IS, BERMUDA
VOR Rwy 30

*ATIS 119.6	NEW YORK Center (APP) 128.5	*BERMUDA Tower 119.1	*Ground 118.1	*Ground 124.5	*CTAF 122.8
VOR BDA 113.9	Final Apch Crs 294°	No FAF	MDA(H) 620' (608')	Apt Elev 12' Rwy 30 12'	1500' MSA BDA VOR
MISSED APCH: Climb to 3000' outbound via BDA VOR R-294, turn LEFT to BDA VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGS1 and descent angle not coincident. 2. Pilot controlled lighting on 122.8 when Twr inop.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	3000' ↑	BDA via 113.9 R-294	LT	BDA 113.9
Descent angle [3.23°]	400	514	571	686	800	914					
MAP at VOR											

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
MDA(H) 620' (608')				Not Authorized South of Rwy 12-30	
ALS out				Max Kts.	MDA(H)
A	1			90	660' (648') - 1
B	1 3/4			120	660' (648') - 1 3/4
C	2			140	660' (648') - 2
D				165	660' (648') - 2