

# EDDW - Bremen

# Airport

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# Overview

**Before staffing this airport for the first time:**

Obtain a successful grade at the self-enrollment Moodle course: [\*\*EDDW - Bremen Tower.\*\*](#)

## Bremen ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	ADW	EDDW_ATIS	132.380	--
Ground	DWG	EDDW_GND	121.755	--
Tower	DWT	EDDW_TWR	120.330	--
Sector Friesland	FRI	EDDW_APP	124.800	--

Bremen Ground shall be staffed only when Bremen Tower is online.

## General Information

### Maximum Runway Capacity

Departures/hour	Arrivals/hour	Global/hour
18	18	30

## Quicksheet

### EDDW Quicksheet

Revision: 27-10-2024

Standard	CLB	BASUM	ERLAD	NIE	GESTO	WSN	SOFED*	OTEXE
09	4000ft		1M		8M		1M	
27		1Z	3Z	5Z	1Z		1L	1L <span style="color:red">F</span>
If Unable	CLB	BASUM	ERLAD	NIE	GESTO	WSN	SOFED	OTEXE
09	4000ft			1L				
27								

Climb via SID F

\*Only to be used if ED-R 202/302 is not active.  
(Re-routing via OTEXE N125 SOFED during activity)

ID	Freq	Callsign
ADW	132.380	Bremen ATIS
DWG	<b>121.755</b>	<b>Bremen Ground</b>
DWT	<b>120.330</b>	<b>Bremen Tower</b>
FRI	<b>124.800</b>	<b>Bremen Radar</b>
EIDE	124.075	Bremen Radar
ALR	126.325	Bremen Radar
EIDW	120.225	Bremen Radar
WC	133.725	Bremen Radar

	09	27
APP	ILS	ILS
ID	IBRE	IBRW
FREQ	110.30	110.90
CRS	086°	266°
FAF	IBUTI	ROGBO
ALT	3000 ft	3000 ft



# Ground

Bremen Ground is responsible for all IFR clearances as well as for all pushback and taxi clearances.

## IFR Clearance

### Departure Routes

The following departure routes (SIDs) are available at EDDW:

**EDDW Quicksheet**

Revision: 27-10-2024

Standard	CLB	BASUM	ERLAD	NIE	GESTO	WSN	SOFED*	OTEXE
09	4000ft		1M		8M		1M	
27		1Z	3Z	5Z	1Z		1L	1L

If Unable	CLB	BASUM	ERLAD	NIE	GESTO	WSN	SOFED	OTEXE
09	4000ft							
27			1L					

Climb via SID

\*Only to be used if ED-R 202/302 is not active.  
(Re-routing via OTEXE N125 SOFED during activity)

ID	Freq	Callsign
ADW	132.380	Bremen ATIS
<b>DWG</b>	<b>121.755</b>	<b>Bremen Ground</b>
<b>DWT</b>	<b>120.330</b>	<b>Bremen Tower</b>
<b>FRI</b>	<b>124.800</b>	<b>Bremen Radar</b>
EIDE	124.075	Bremen Radar
ALR	126.325	Bremen Radar
EIDW	120.225	Bremen Radar
WC	133.725	Bremen Radar

Approach Procedures		
	09	27
APP	ILS	ILS
ID	IBRE	IBRW
FREQ	110.30	110.90
CRS	086°	266°
FAF	IBUTI	ROGBO
ALT	3000 ft	3000 ft

Datalink Clearances (DCL/PDC) are not available at EDDW.

During 27-Ops, Bremen Ground shall use the Z-SIDs by default (where available). All L-SIDs shall only be used on explicit pilot's request only. The initial climb for all departure routes is 4000 ft.

**The use of SOFED departure routes shall be terminated in case ED-R 202 or ED-R 302 (known as TRA Weser) are active. In this case, traffic via SOFED shall be re-routed via OTEXE N125 SOFED (then flight-planned route).** EDWW sector FRI will inform Bremen Ground about the activation and deactivation of TRA Weser. By default, ED-R 202 and ED-R 302 are to be considered as deactivated.

### Vectored Departures and Local IFR

Vectored departures and local IFR are subject to individual coordination with the station responsible for EDWW sector FRI (Friesland). This sector will inform Bremen Ground about the planned departure routing.

## VFR traffic

Departing VFR traffic will call Bremen Ground initially. Bremen Ground shall create an F-Plan when necessary and inform Bremen Tower about the intentions of the VFR traffic.

When runway 23 is active (daytime only, winds permitting), VFR departures of up to 5700 kg MTOM requesting to leave the CTR via SIERRA, WHISKEY or NOVEMBER are assigned runway 23. Note: the pilot may request runway 27 for departure, this shall be coordinated with Bremen Tower.

**Jet aircraft or any aircraft with an MTOM of more than 5700 kg shall follow a published IFR departure route under VFR conditions.** In this case, Bremen Ground shall coordinate the departure routing with Bremen Tower. Bremen Ground will then inform the pilot about the expected departure routing.

## Ground Movements

### Parking Positions

Bremen Ground shall use the arrival stand planned by the Groundradar Plugin. On request by the pilot, this stand may be changed.

All stands are limited to a maximum wingspan of 36 m. Stands 12A and 18A may be used by heavy aircraft (wingspan up to 52 m).

General Aviation traffic shall be parked at the General Aviation Apron next to taxi lane R if the aircraft's wingspan is below 24 m. Larger General Aviation traffic shall park at stands 12-17.

Apron 3 shall be used for traffic of company Atlas Air Service (ATL, callsign "Air Bremen"). Additionally, this apron may be assigned at the pilot's request only.

### Taxiway Intersections

As a general rule, departing IFR traffic shall be cleared to Intersection A (RWY 09) or Intersection F (RWY 27) by Bremen Ground. Intersection C (RWY 09) or D/E (RWY 27) may be used on the pilot's request only.

Departing VFR traffic using runway 23 shall be cleared to intersection D holding at the holding point of runway 27. Unless otherwise requested, departing VFR traffic from runway 09 shall use intersection C. VFR traffic departing from runway 27 shall be guided via intersection D.

**VFR traffic requesting to depart from runway 09 to leave the CTR via WHISKEY shall be guided to runway intersection A only.** The use of other intersections is prohibited!

Whenever possible, departing traffic should be transferred to Bremen Tower when joining taxiway F.

**For noise abatement reasons, taxi clearances for aircraft taxiing via intersection F to take off from RWY 27 will be issued only up to the CAT II/III holding position.**

**For noise abatement reasons, pilots of propeller and turbo-prop aeroplanes of more than 2000 kg MTOM will, as a rule, be cleared by Bremen Ground to use intersection E for take-off RWY 27 instead of intersection F.** The pilot shall inform Bremen ground in case intersection F is required due to performance reasons.

## Taxiway Restrictions

TAXIWAYS	RESTRICTIONS	NOTES
K	Max. wingspan < 24 m	---
L	Max. Wingspan < 31 m	---
H, D, E, S	Max. wingspan < 36 m	---
G	Max. wingspan < 52 m	Between TWY C and position 12 inclusively
N	Max. Wingspan < 52 m	---
R	Max. ICAO code letter B	Max. wingspan < 24 m
F1, F2	Use only permitted for Airbus factory traffic	Callsign BGA



Max Spannweite	A/C Types
< 30m	AT72 / CRJX / DH8D / RJ1H / etc.
< 36m	B739 / A321 / BCS3 / E195 / etc.
< 52m	B753 / B763 / A306 / etc.
< 65m	A333 / A346 / A35K / B744 / B77W / B78X / etc.
< 80m	A124 / A388 / B748 / etc.
> 80m	A225

## Beluga Traffic

The following taxiways shall be used for Beluga aircraft.

Movements	Beluga (A3ST)	Beluga XL (A337)
Departure from RWY 09	Taxi via F, C, N and A	Taxi via F to intersection C, backtrack required
Departure from RWY 27		Taxi via F
Arrival from RWY 09		
Arrival from RWY 27	Taxi via A, N, C and F	Backtrack required, taxi via C and F

The Beluga XL requires a backtrack from intersection C, as this aircraft exceeds the wingspan limit at taxiway N.

## Low Visibility Procedures

When low visibility conditions exist, Bremen Ground shall only use Intersection A (RWY 09) and Intersection F (RWY 27) for departing traffic. This traffic is to be cleared to the CAT II/III holding points only.

## Helicopter Traffic

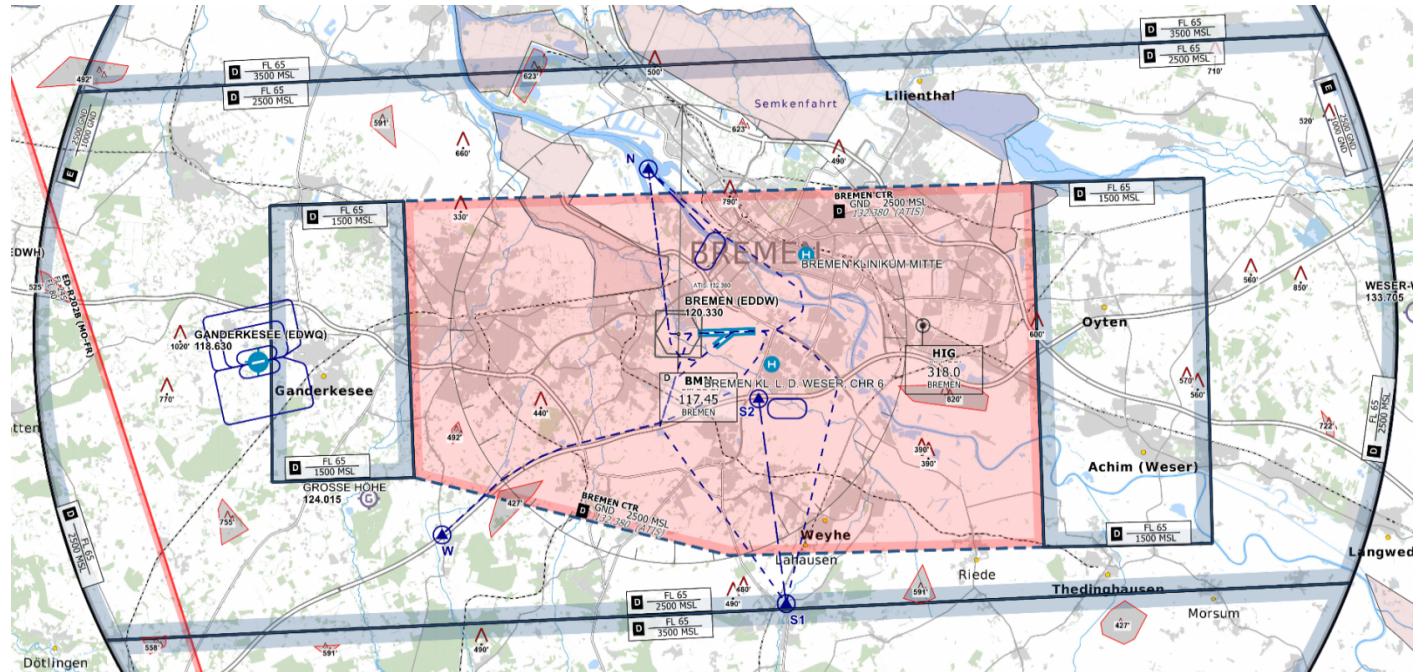
At Bremen airport, the rescue helicopter "Christoph Weser" (Christoph 55, CHX55) is stationed. Departure and arrival are performed directly in front of the hangar located slightly north of the helipad.

As a general rule, rescue helicopters will contact Bremen Tower directly. Bremen Tower shall inform Bremen Ground about any helicopter arrival or departure. **In this case, no other traffic shall use taxiway H.**

# Tower

Bremen Tower is responsible for all movements on the runways and traffic flying inside the Bremen CTR.

## Control Zone



Bremen CTR reaches from the ground to an altitude of 2500 ft MSL. Bremen Radar (sector Friesland) is responsible for movements inside Bremen airspace class D (non-CTR).

## Runways

Runway 09/27 is the only available runway for IFR and landing VFR traffic. The runway direction shall be based on the current wind situation at the aerodrome.

### Runway 23

Runway 23 can be used during the daytime and if the wind conditions permit. This runway shall only be used for VFR departures of up to 5700 kg MTOM requesting to leave the CTR via SIERRA, WHISKEY, or NOVEMBER.

### Beluga Special Runway

Both runway thresholds are connected to runway extensions increasing the TORA by roughly 300 m. These paved RWY extensions in front of the respective thresholds shall only be used as special take-off runways for Beluga and Beluga XL aircraft (A3ST and A337).

## Departing Traffic

Departing IFR traffic will automatically switch to the departure frequency stated in the ATIS when airborne.

**The Beluga XL (A337) requires a backtrack from intersection C to depart from RWY 09 as this aircraft exceeds the wingspan limit at taxiway N.**

## Departure Releases

Departures do not have to be released by EDWW (Bremen Radar) unless:

- EDWW explicitly restricts departures by time, SID or until further notice
- Departures out of the non-operational runway config
- The first departure after a runway change
- The first departure after an unplanned missed approach

## Arriving Traffic

After landing, Bremen Tower shall issue the initial taxi clearance via F (RWY 09) or A (RWY 27) and transfer the aircraft to Bremen Ground.

For jet aircraft with an MTOM of more than 20 t, landing on runway 27, Bremen Tower shall instruct the pilot to vacate via taxiway A before issuing the landing clearance.

Traffic landing on runway 09 with a wingspan of more than 36 m shall be instructed to vacate the runway via taxiway F before issuing the landing clearance.

**The Beluga XL (A337) requires a backtrack from RWY 27 to leave via taxiway C as this aircraft exceeds the wingspan limit at taxiway N.** The pilot shall be informed about these procedures before issuing the landing clearance. The backtrack is performed at the designated Beluga Special Runway.

## VFR Traffic

Traffic requesting traffic circuit flights shall only be cleared to use the southern downwind due to noise abatement procedures.

SIERRA 2 is only to be used for inbound traffic. Departing traffic shall proceed to SIERRA 1 directly.

## Departing VFR Traffic

Departing VFR traffic will contact Bremen Ground initially. Bremen Ground will inform Bremen Tower about the intentions of the departing VFR traffic.

When runway 23 is active (daytime only, winds permitting), VFR departures of up to 5700 kg MTOM requesting to leave the CTR via SIERRA, WHISKEY or NOVEMBER are assigned runway 23. Traffic requesting to depart from runway 27 is subject to prior approval from Bremen Tower.

Traffic requesting to depart from runway 09 to leave the CTR via WHISKEY shall only take off from runway intersection A.

**Departures from runway 23 to leave the CTR via NOVEMBER shall only initiate the right turn after departure after explicit instruction from Bremen Tower.** Bremen Tower shall make sure that no conflict with arriving or departing traffic via runway 09/27 exists before issuing the right turn.

## Special VFR departure

**Jet aircraft or any aircraft with an MTOM of more than 5700 kg shall follow a published IFR departure route under VFR conditions.** In this case, Bremen Ground shall coordinate the departure routing with Bremen Tower.

Despite Bremen Ground previously issuing the expected departure procedure to the pilot, Bremen Tower shall also instruct the departure procedure before takeoff clearance.

The departure routes may be issued for IFR traffic, except the following maximum altitudes after departure shall be used:

Maximum Altitude	RWY 09	RWY 27
Maximum 2500 ft or below	SOFED, BASUM, ERLAD, NIE	BASUM, ERLAD, NIE, GESTO, OTEXE, WSN

Maximum Altitude	RWY 09	RWY 27
Maximum 1500 ft or below	OTEXE, GESTO, WSN	SOFED

The departure routing shall be assigned depending on the requested or filed waypoint from the pilot. **If requested by the pilot, Bremen Tower may coordinate an entry into airspace class D (non-CTR) with Bremen Radar to enable a climb above the mentioned altitudes.**

## Arriving VFR Traffic

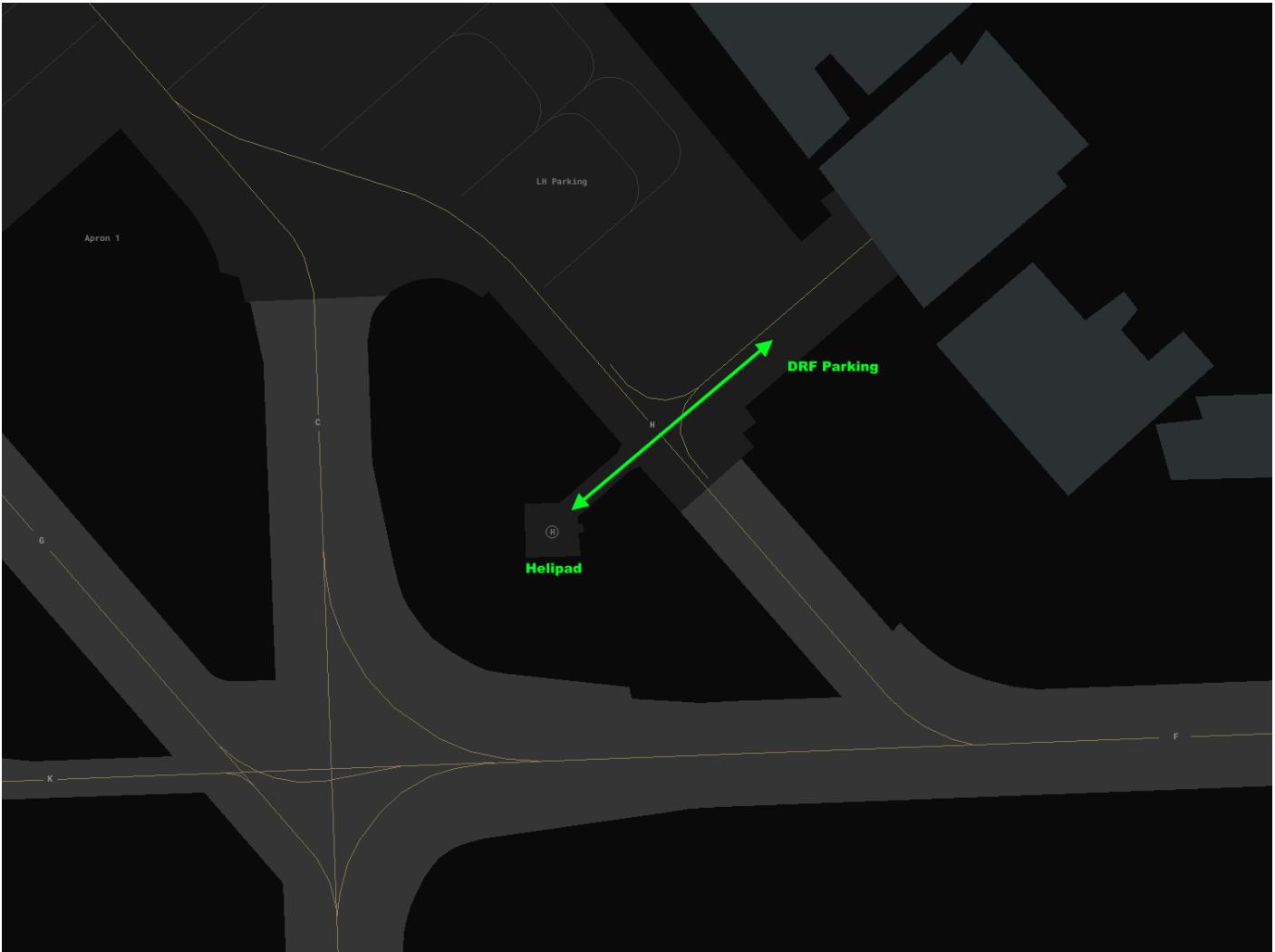
Arriving traffic shall be guided via the published CTR entry procedures.

**Jet aircraft or any aircraft with an MTOM of more than 5700 kg shall only enter the CTR via a published IFR approach (e.g. ILS).** This traffic shall contact Bremen Radar to join the published approach. Bremen Tower will not provide vectoring service for such traffic.

## Rescue Helicopter Traffic

### Christoph 55

The rescue helicopter Christoph Weser (CHX55) is stationed at Bremen airport. It usually parks in front of the DRF hangar (Hangar K). Departures and arrivals will be performed via the helipad between taxiways H, C and F. **This helipad shall only be used for rescue helicopter traffic.** The helipad may also be called "Pad Yankee" unofficially.



**For departure, Bremen Tower will be contacted directly. For arrivals, Bremen Tower will directly issue taxi clearance to the parking position. In all cases, Bremen Tower shall inform Bremen Ground about any movement via the helipad. The use of taxiway H during movement between the helipad and the DRF hangar is prohibited.**

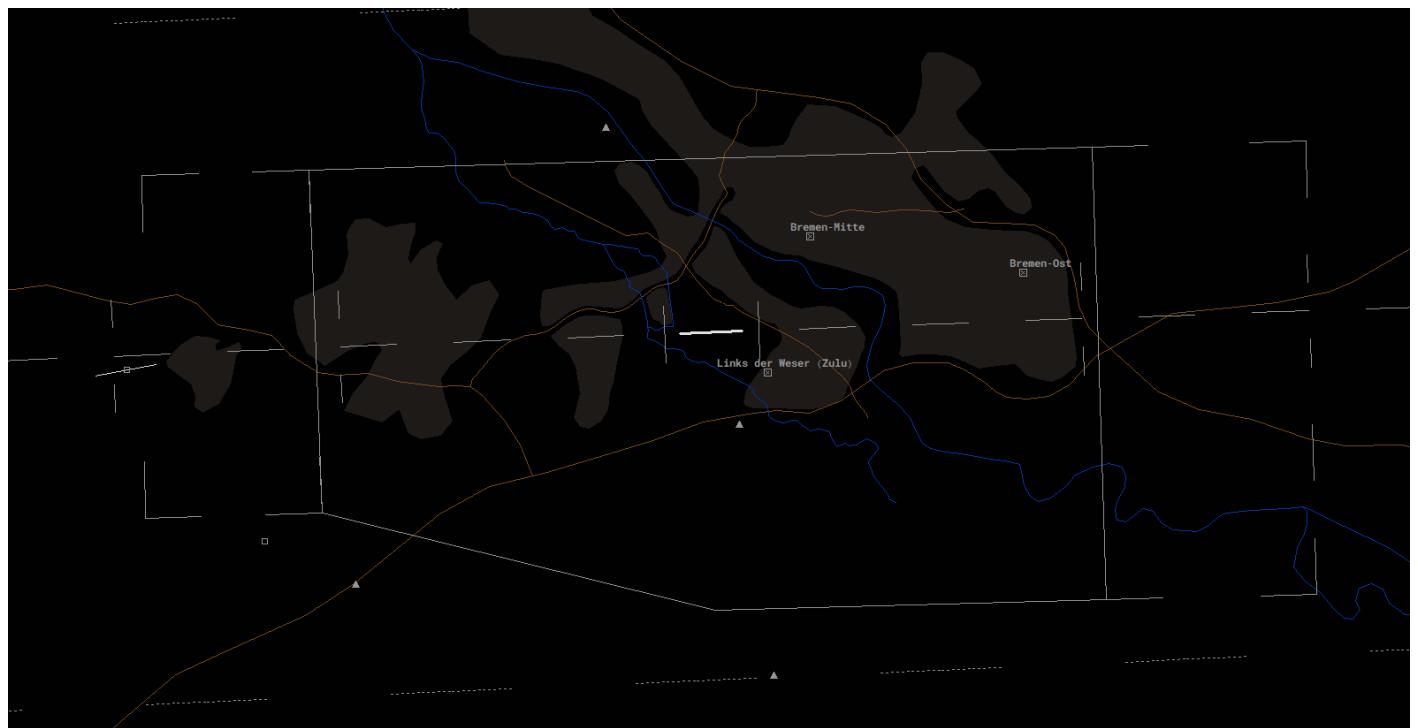
#### Examples:

“Christoph 55, air taxi to Helipad, wind 100 degrees 5 knots, cleared for takeoff helipad.”

“Christoph 55, after landing air taxi to parking, wind 100 degrees 5 knots, cleared to land helipad.”

#### Other Rescue Traffic

Within Bremen CTR, three hospitals with helipads exist. Rescue helicopter Christoph 6 (CHX06) is stationed at "Klinikum Links der Weser" which may also be called "Pad Zulu" unofficially. Bremen Tower shall announce the current wind situation at EDDW whenever a rescue helicopter reports approaching the destination. A map with all hospitals can be toggled with ALT + H in the Euroscope package.



## Low Visibility Procedures (LVP)

When the weather condition requires low visibility operations the use shall be announced in the ATIS. Additionally, Bremen Tower shall inform Bremen Ground and Bremen Radar about the beginning and termination of Low Visibility Procedures.

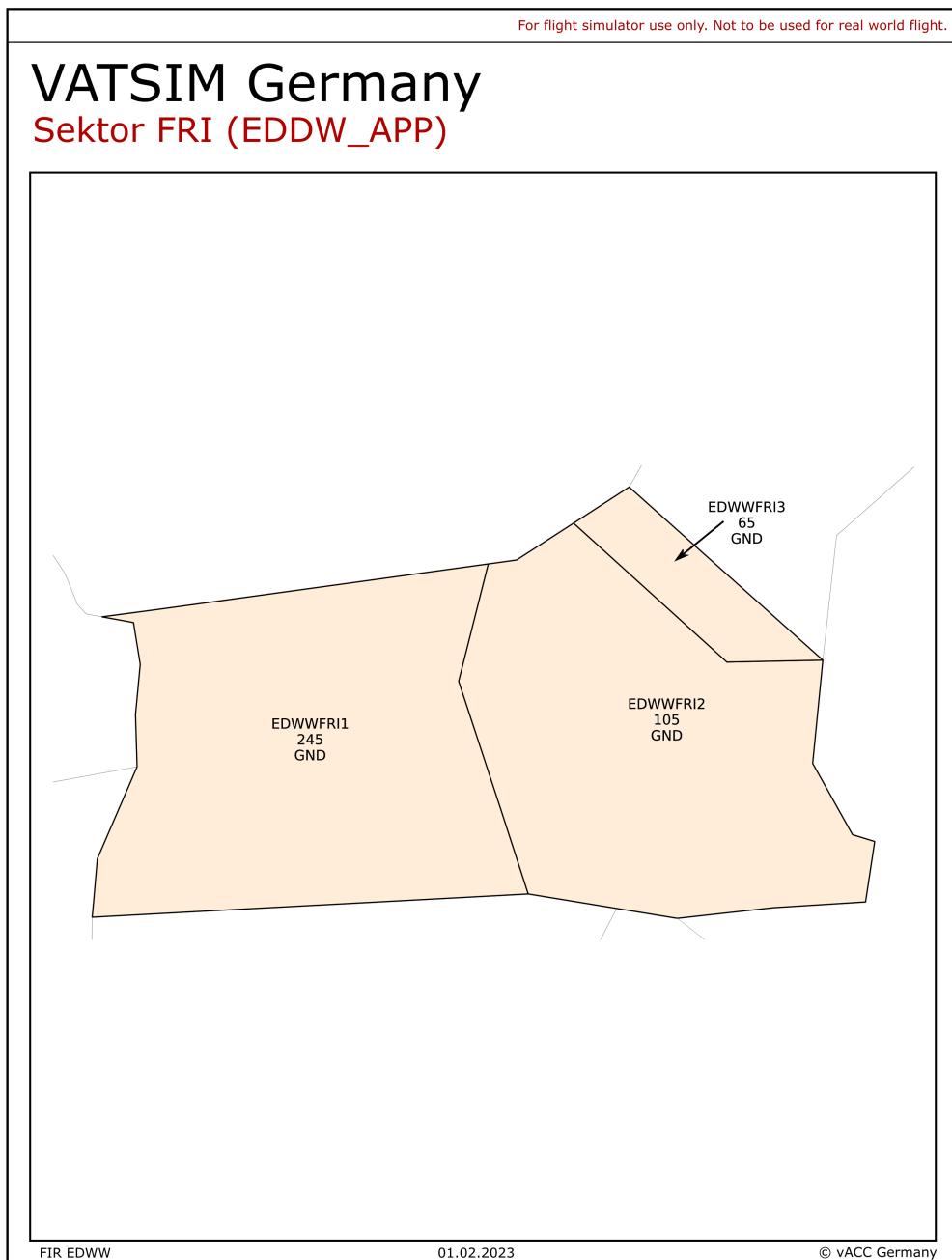
use **&lvp** in the ATIS maker URL or "LOW VIS OPS" flag in the NOTAM menu of vATIS

**When low-visibility conditions exist, Bremen Tower shall instruct arriving traffic to vacate via taxiway F (RWY 09) or taxiway A (RWY 27) before issuing the landing clearance.** The use of intersection departures is prohibited during low-visibility operations.

# Arrival

## Sectorization and Airspace

### Sector Friesland



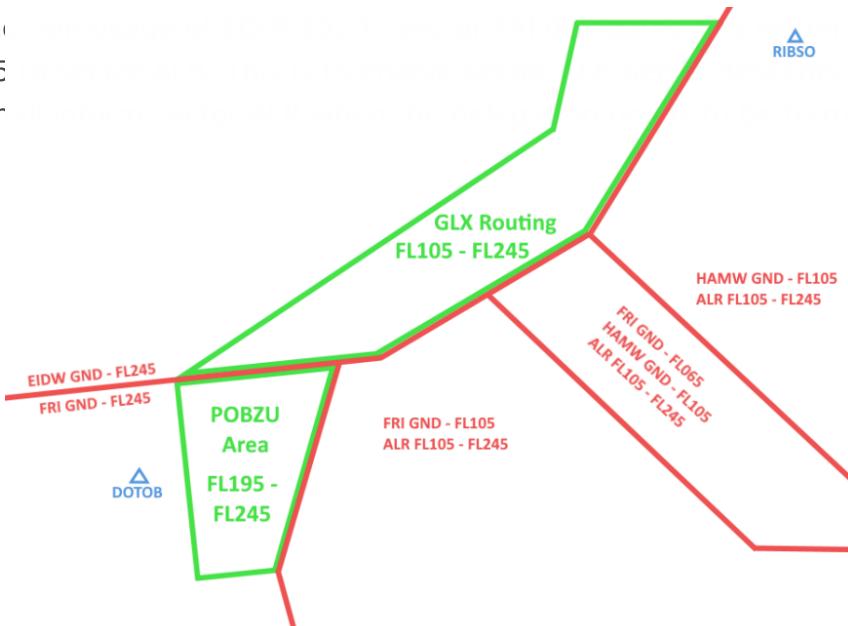
Sector Friesland is part of EDWW sectorgroup [Nord-B \(EBG Nord-B\)](#).

Station	Station ID	Frequency	Login
Friesland	FRI	124.800	EDDW_APP

## POBZU Area

During  
FL245  
FRI sh

the POBZU area from FL195 to  
for EDDH inbound traffic. Sector  
inflated due to the usage of ED-R

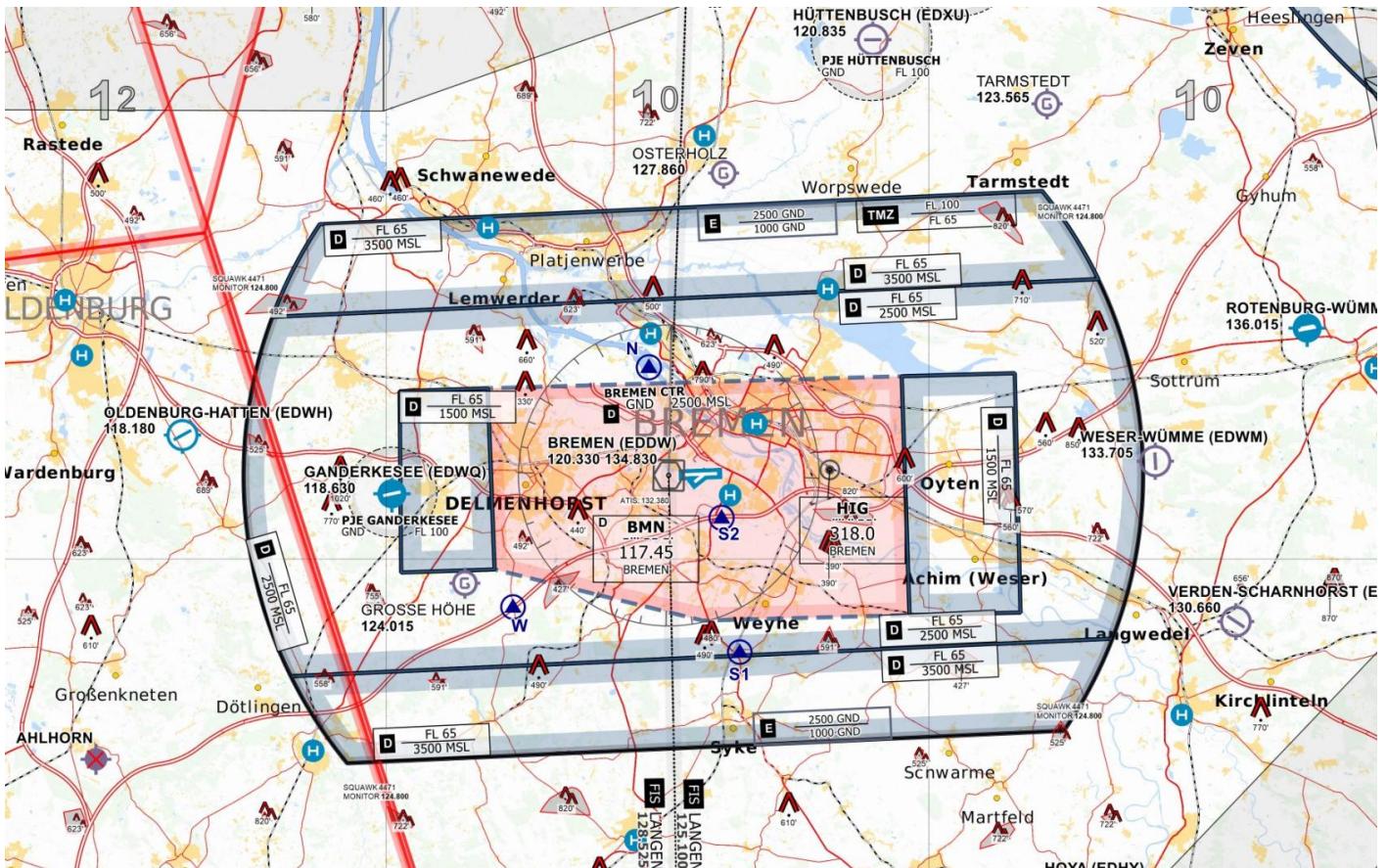


202E.

## Airspace

Bremen airport is surrounded by a class D (non-CTR) airspace up to FL65 (see picture). Below a class E airspace has been established reaching down to 1000 ft AGL. Above FL65 a Transponder Mandatory Zone (TMZ) exists up to FL100. VFR traffic is allowed to cross the TMZ without ATC clearance. Pilots must monitor frequency 124.800 (no initial call required) and squawk 4471. The squawk will indicate that the pilot crossing the TMZ is on the frequency. ATC may issue traffic information about arriving and departing IFR traffic when required.

Arriving IFR traffic to EDDW will usually descend outside protected airspace. ATC shall provide traffic information about VFR traffic whenever possible.



## Military AoRs

Wittmund AoR (ETNT\_APP) and Nordholz AoR (ETMN\_APP) may be active. Parts of those military AoRs are within sector Friesland. When active, airspace within the AoRs will be delegated from sector FRI from GND to 5500 ft. Every movement between a military AoR and sector FRI is subject to individual coordination. Wittmund Radar and Nordholz Radar shall inform sector Friesland about the opening and closure of the military AoRs.

Sector Friesland will not provide top-down service. This is the task of the EDWW sector EIDW.

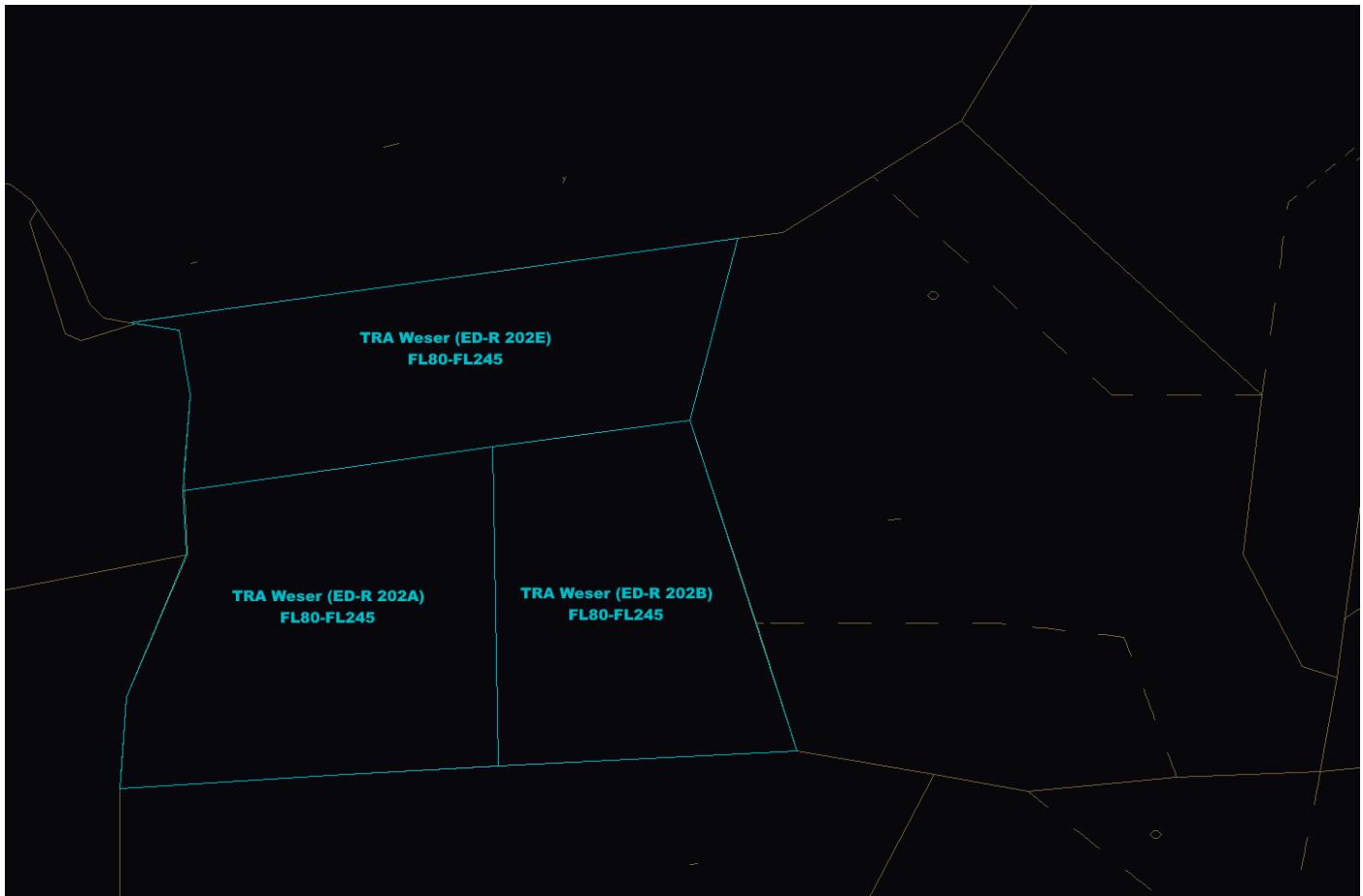


## TRA Weser

Within the western part of sector FRI (GND-FL245), the TRA Weser may be active from FL80-FL245. Traffic is generally not approved to cross ED-R 202A and ED-R 202B. ED-R 202E may be crossed if the traffic is proceeding on one of the following airways: N125, Y200, M105 and T968. All TRA priority airways can be displayed in the EDWW Euroscope Package (MIL MAPS).

Additionally, ED-R 302 (whole TRA) or ED-R 302B (sub-sector) may be active above FL245.

Sector FRI shall inform Bremen Ground/Tower about the activity of TRA Weser. During the activity of ED-R 202A, 202B, 202E, 302B or 302 all SOFED departures shall not be used. Traffic shall be routed via OTEXE N125 SOFED instead.



# Arriving Traffic to EDDW

## Managing inbound traffic

Traffic inbound to EDDW will be transferred descending to FL110 from EDWW and descending to FL250 from EDYY. The published STARs are not used. The clearance limits are VERED, PIXUR, EKROV and GIBMA. For further descents, sector FRI shall pay close attention to sectors HAME/HAMW and HAN to avoid uncoordinated sector entries.

EDYY sector JEV is responsible for separation to outbound traffic on airway N125. For separation purposes, EDYY sector JEV may request a lower level from EDWW sector FRI.

Usually, sector Friesland will use vectors to sequence traffic into EDDW. Alternatively, early directs onto the transition (e.g. DW555) can be coordinated with the surrounding sectors.

Due to the limited airspace available, sector Friesland may vector aircraft from the south to the northern downwind and vice versa, to generate extra track miles during periods of high traffic. Alternatively, the published transitions may be used to relieve the frequency. During 09-Ops either VERED09B (south downwind) or VERED09A (north downwind) can be used.

# Approach Types

There are different published approach types available at EDDW. By default, the ILS Z approach will be used. All other approach types are on the pilot's request only.

Runway	Available Approach Types	Intercept Altitude
09/27	ILS Z, LOC Z, RNP, VOR	3000 ft
	ILS Y	1700 ft (as published)

The ILS Z and ILS Y are approved for CAT III operations.

# Target Spacing

The following target spacings shall be used between aircraft on the same final, except if wake turbulence separation is higher:

Conditions	Target Spacing
Normal Operations	6 NM (*)
After coordination with Tower	3 NM
During Low Visibility Conditions	10 NM

(\*) Behind a Beluga XL (A337) landing on runway 27, Bremen Radar shall increase the target spacing as a backtrack is required to vacate the runway via taxiway C due to wing span limitation. The normal Beluga (A3ST) is not affected from this.

# Departing Traffic from EDDW

Departing traffic from EDDW shall switch automatically frequency from Tower to EDWW. Traffic via BASUM, ERLAD, NIE, GESTO and WSN shall be transferred to EDWW ACC sectors according to LOP EDWW para 3.9.3. Traffic via SOFED or OTEXE with an RFL above FL245 shall be transferred to EDYY UAC sector JEV according to LoA EDWW-EDYY para 3.5.1. Traffic via SOFED or OTEXE with an RFL below FL245 shall be transferred to EHAA ACC.

Often traffic may be coordinated on a higher flight level with sector ALR or EMS to avoid unnecessary level-offs.

When workload permits, sector ALR shall offer sector FRI to issue a higher level than FL100. In this case, sector FRI is responsible for keeping aircraft clear of HAME/HAMW.

When coordinating a higher flight level with sector EMS for flights with ADEP EDDW via ERLAD, NIE and BASUM, sector FRI is responsible for separation to sector ALR. Sector EMS is responsible for separation to sector HAN.

## VFR Traffic

### VFR Departures

Jet aircraft or any aircraft with an MTOM of more than 5700 kg shall follow a published IFR departure route under VFR conditions.

By default, the Bremen Tower will instruct the aircraft to stay clear of airspace class D (non-CTR). Nevertheless, coordination may be required between Bremen Tower and Bremen Radar in case the pilots request further climb. In this case, Bremen Radar shall issue the approval to enter airspace D (non-CTR) to Bremen Tower directly.

### VFR Arrivals

Jet aircraft or any aircraft with an MTOM of more than 5700 kg shall follow published IFR arrival routes under VFR conditions.

In this case, the arriving VFR traffic shall contact Bremen Radar latest 25 NM before approaching EDDW. Bremen Radar shall provide service for a practice approach VFR (e.g. via an ILS approach). An entry via published VFR arrival routes into the CTR is not possible.

## Enroute Traffic

Due to the sector partially reaching up to FL245, en-route traffic may be expected. Primarily, traffic will fly from west to east (airway M105) or from east to west (airway N125).

For traffic via EEL to the EHAA FIR, sector Friesland shall generally use the following flight levels: FL240, FL200, FL160, FL120 and FL80. Any deviation from this shall be coordinated with the station responsible for EDWW sector EIDW.

## Emden (EDWE) and Wilhelmshaven (EDWI)

When online, Wittmund Radar will provide ATC service for traffic from/to Emden and Wilhelmshaven. If Wittmund Radar is offline, the station responsible for EIDW will take over all duties.

In general, inbound traffic shall be transferred to Wittmund Radar at an altitude of 5000 ft. An early handoff is required, so Wittmund Radar has enough time to clear the approach.

Departing traffic from EDWE, EDWI will be transferred to sector FRI at either 4000 ft or 5000 ft. For traffic out of EDWE, EDWI and EDWF via EDWW sector ALR, Friesland shall coordinate the transfer level individually.

## Groningen (EHGG)

It is possible, that IFR traffic will approach EHGG via sector Friesland. Inbound traffic shall be transferred inbound DOBAK at FL70 to EHGG APP. Outbound traffic from EHGG via DOBAK will be cleared to FL60 from EHGG APP.