

# EDDW - Bremen

- [Charts and Scenery](#)
- [Departing Traffic](#)
- [Arriving Traffic](#)
- [VFR Traffic](#)

# Charts and Scenery

**IFR Charts** for Bremen Airport are available at <https://chartfox.org/EDDW> (Vatsim Login required).

**VFR Charts** for Germany can be found at:

- [DFS VFR AIP - EDDW](#)
- [DFS VFR AIP](#) (Overview)
- <https://www.openflightmaps.org/ed-germany/>

## Airport Scenery

Sim	Freeware	Payware
MSFS	<a href="https://flightsim.to">flightsim.to</a>	<a href="#">Orbx</a>
X-Plane	X-Plane Default Scenery	<a href="#">Aerosoft - FSDG</a> *
Prepare3D V4/V5	--	<a href="#">Aerosoft - FSDG</a> *

\* This scenery does not represent the airport layout you have at your charts!

### Known differences:

- Ramp 2 renamed R
- Taxiway B removed
- Stand 01A renamed 01=> former stand 01 renamed 02 etc.

# Departing Traffic

## Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route.

- Stand **12A** and **18A** are the only suitable stands for **heavy** aircraft
- Airbus hangars are north of taxiway F between E and intersection F

## Delivery – Clearance (Start-up and Enroute Clearance)

When requesting your IFR clearance in Germany, you will often receive a “start-up approved” within your Enroute Clearance – “start-up” does **not** mean that you are allowed to pushback on your own but states that you can expect no further delays due to traffic management.

- Valid routes are available at <https://grd.aero-nav.com/>
- Always check the current **ATIS**!
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- PDC / Clearance via Datalink is not available in EDDW Bremen
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)

“ Eurowings4345, Information X, request start-up and enroute clearance

Runway	RWY 27	RWY 09
SID Designator	Z* / L	M

*\* Designator Z is primary used when available*

## Ground – Pushback

As the apron in Bremen is not the biggest, it is even more important that you only request pushback when you are able to start it immediately after receiving the approval. To keep a good

flow of traffic ATC might instruct you to do a specific pushback-routing (e.g. into another taxiway, push and then pull forward, etc.) Always report when unable or if you do not understand the instruction.

- Set your assigned squawk and turn on your transponder before offblock
- Be ready for taxi as soon as possible to avoid delay for other aircraft

## Ground – Taxi

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do.

## Tower/Radar – Departure

When airborne contact the Departure Controller on the Frequency stated in the ATIS, the charts or that was given to you by the Delivery Controller! You will not receive a handoff by Tower.

Do not climb above your initial climb until advised by ATC!

# Arriving Traffic

## Radar – Descend

Always check the **ATIS** and report the current letter to the Arrival Controller during your initial call. In the ATIS you will find the active landing runway and the approach type you can expect.

## Holding

You can expect the following holdings if they are required. All holdings are published at the arrival chart as well!

Waypoint	Course and turns
<b>GIBMA</b>	181° right turns
<b>EKROV</b>	254° right turns
<b>VERED</b>	297° right turns
<b>PIXUR</b>	347° left turns
<b>BMN</b> <i>Bremen</i>	177° right turns

## Arrival – Approach

Expect shortcuts to one of the DWxxx Waypoints or radar vectors. **Be prepared!**

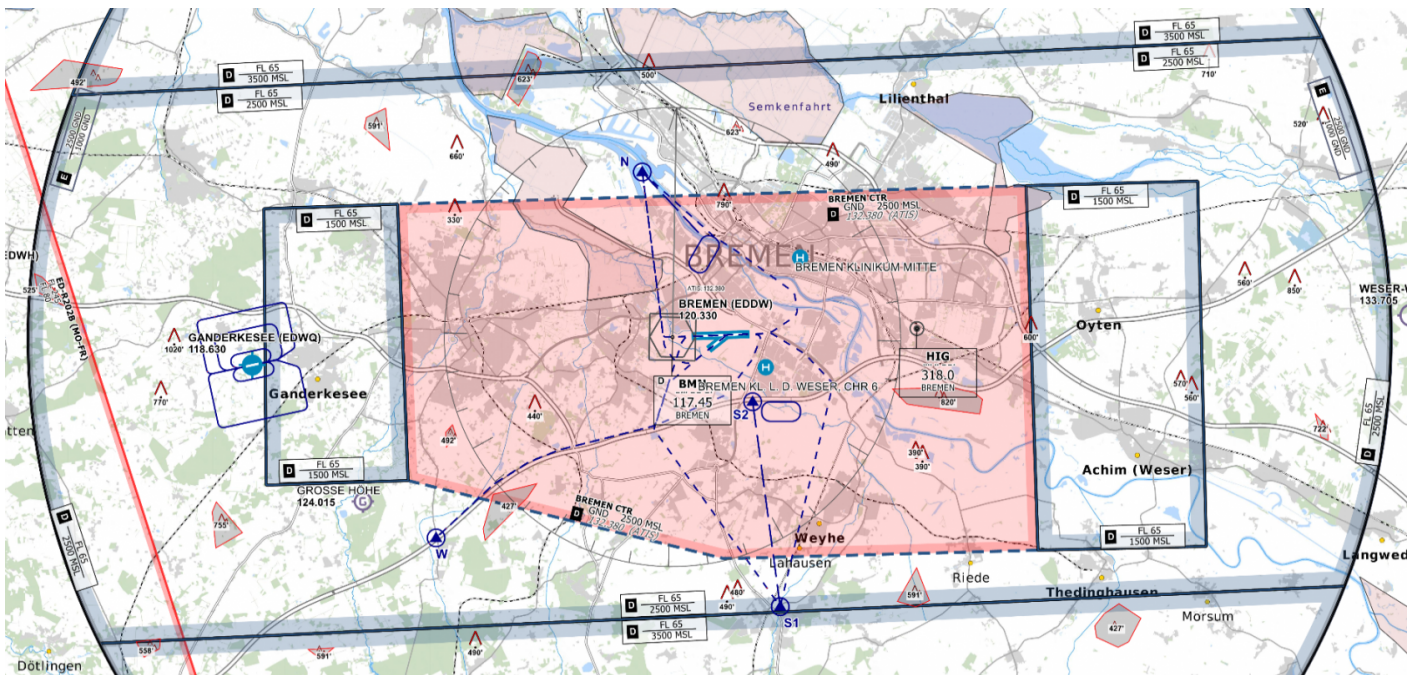
## Tower – Landing

Arriving jets with MTOW >20t shall vacate via A unless otherwise instructed by ATC! **Expedite vacating** the runway. Contact the ground controller only when instructed to do so!

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do!

# VFR Traffic

As you can see on the map Bremen has 4 Visual Reporting Points (VRPs). When entering or leaving the CTR please use the VRPs. State your desired VRP when contacting ATC. Cross VRP in Bremen 2000ft or below.



Control Zone Bremen - © [openflightmaps.org](https://openflightmaps.org)

VRP	N	W	S1	S2
NAV	West dock connected to river Weser	Highway exit A1 near Groß Ippener	Turn of B6 near city Barrien	Highway exit A1 on B6 near Brinkum

Feel free to cross the CTR to have a look at the places Bremen and the surrounding area is known for!