EDDW - Bremen Airport

EDDW Overview

> **Before staffing this airport for the first time:**
>
> Obtain a successful grade at the self enrollment Moodle course: **EDDW - Bremen Tower.**

Bremen Airport is located south of the city and is only 10-15 minutes from the city center via public transport.

Special features of the airport include the Airbus factory north of Taxiway Foxtrot and the European Flight Academy for Lufthansa student pilots. “Atlas Air Service” also operates a maintenance service for business jets on Apron 3. The Bremen Aviation Association has its hangars on Apron 3 as well.

The DRF intensive care transport helicopter “Christoph 55 (Weser)” is stationed on the airport grounds between taxiway Charlie, Foxtrot and Hotel.

The base of the rescue helicopter “Christoph 6” of the ADAC Air Rescue is located 2.5km southeast of the field.

Bremen ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	ADW	EDDW_ATIS	132.380	--
Delivery	DWL	EDDW_DEL	134.830	Relief Station / Event
Ground	DWG	EDDW_GND	121.755	--
Tower	DWT	EDDW_TWR	120.330	--
Sector Friesland (Arrival)	FRI	EDDW_APP	124.800	--
Director	DWAT	EDDW_F_APP	120.350	Relief Station / Event

EDDW_DEL and EDDW_F_APP do not exist in real life and should only be staffed during events or times of high traffic as a relief.

General Information

EDDW is an unrestricted airport of the **Bremen FIR** and part of the S1 minor program. Controllers on the vACC Germany Controller Roster are allowed to control at this Airport with their S2 or higher rating after checking these Standard Operational Procedures and obtaining a successful grade at the respective Moodle course: **EDDW - Bremen Tower.**

Ground and Tower positions do not have to track aircrafts.

Runways

Runway 27 / 09	Runway 23
Length: 2040m | Width: 45m GLS, ILS (CAT IIIb), RNP, VOR ILS Y / Z 27 / 09 GLS Y / Z 27 / 09	Length: 700m | Width: 23m restricted to 5.700kg MTOW, VFR departures at daytime only southbound Sierra or Whiskey

ILS-Approaches

RWY	Frequency	Identifier	CRS
27	110.9	IBRW	266°
09	110.3	IBRE	086°

ILS Z is the "default" approach on both runways. It should be broadcast in the ATIS, unless FRI requests a different approach be advertised.

Operations Rate

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

Quicksheet

EDDW Quicksheet

AIRAC: 2402, 22.02.2024

STANDARD INSTRUMENT DEPARTURE (SID)*

SID RWY	BASUM	ERLAD	GESTO	NIE	OTEXE	SOFED**	WSN
27	**1Z**/1L	**3Z**/1L	**1Z**/1L	**5Z**/1L	1L	1L	1L
09	1M	1M	8M	1M	1M	1M	1M
CLIMB	4000ft	4000ft	4000ft	4000ft	4000ft	4000ft	4000ft

STAR

STAR	EKROV	GIBMA	PIXUR	VERED
27	2P	2P	3P	3P
09	2P	2P	3P	3P
TO APP AT	FL 110			

APPROACH

RWY	27	09
TYPE	ILS Z / Y	ILS Z / Y
FREQ	110.9	110.3
CRS	266°	086°
IDENT	IBRW	IBRE
FAP	ROGBO/DW010	IBUTI/DW050

HOLDINGS

WAYPOINT	BMN	EKROV	GIBMA	PIXUR	VERED
APP	APP	APP	APP	APP	APP
ALT	3000ft	4000ft	4000ft	4000ft	4000ft
COURSE	357°	254°	181°	347°	297°

LEVEL RESTRICTIONS

	FROM	TO	FL
AIRPORT	EDDW	EDDH	ODD MAX FL 90
		EDDV	ODD MAX FL 90
		EDDF	ODD MAX FL 230
		EDDL/EDDK	EVEN MAX FL240
		KUAC/EDGG	ODD LEVEL VIA ERLAD

COMMUNICATION

STATION	LOGIN	FREQ		CALLSIGN
ATIS	EDDW_ATIS	132.380		Bremen ATIS
GND/DEL	EDDW_DEL	134.830	DWD	Bremen Delivery
	EDDW_GND	121.755	DWG	Bremen Ground
TWR	EDDW_TWR	120.330	DWT	Bremen Tower
APP	EDDW_APP	124.800	FRI	Bremen Radar
	EDDW_F_APP	120.350	DWAT	Bremen Director
CTR	EDWW_A_CTR	126.325	ALR	Bremen Radar
	EDWW_D_CTR	128.760	DST	Bremen Radar
	EDYY_C_CTR	133.955	CEL	Maastricht Radar
	EDYY_J_CTR	136.465	JEV	Maastricht Radar

PJE

ICAO	AIRPORT	FL	SPECIAL
EDWQ	Ganderkesee	-FL 100	
EDWX	Westerstede	-FL 100	
EDWU	Varrelbusch	-FL 100	
EDXU	Huttenbusch	-FL 100	
EDWK	Karlshofen	-FL 100	
EDXS	Seedorf	-FL 100	Coord. with HAME / **HAMW** / ALR

* Traffic departing runway 27 shall be cleared for the Z-departures (where available) unless the pilot files or requests the L-procedure.

** Do not use SOFED when TRA 202 or 302 is active, reclear via OTEXE

EDDW Delivery

The delivery controller in Bremen is responsible for all departing flights under IFR. In Bremen, filed flight plans are checked and corrected with regard to the following criteria:

- requested flight level (RFL): even/odd
- restrictions for certain destinations/SIDs
- rough validity of a flight plan

Initial climb clearance: The initial climb clearance at Bremen is 4000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

DCL (Datalink Clearance): Datalink Clearances are not available at EDDW.

SIDs and Restrictions

Destination	SID	Flight level	Remark
EDDF	all	odd, max. FL 230	LoA
EDDH, EDDV	all	odd, max. FL 90	Sectorization
EDDL, EDDK, EDL*, EDK*	all	even, max. FL240	
-	ERLAD	odd	due to KUAC/EDGG airspace
all	other SIDs	Semicircular rules	0° - 179° odd FL, 180° - 359° even FL

SID	09	27
BASUM	**1M**	**1Z** / 1L
ERLAD	**1M**	**3Z** / 1L
GESTO	**8M**	**1Z** / 1L
NIE *Nienburg*	**1M**	**5Z** / 1L
OTEXE	1M	1L↑

SOFED	1M	1L
WSN *Weser*	**1M**	**1L**

bold: preferred routing, ↑: climb via SID

Traffic departing runway 27 shall be cleared for the **Z**-departures (where available) unless the pilot files or requests the **L**-procedure.
Traffic via SOFED/OTEXE onto N125 shall be cleared via (SOFED1M/1L) SOFED unless ED-R 202 or ED-R 302 are active, in which case that traffic shall be cleared via (OTEXE1M/1L) OTEXE N125 SOFED. Sector FRI will inform EDDW about the activation/decativation of those areas. In the absence of information ED-R 202 and ED-R 302 are presumed to be inactive.

Low Visibility Operations (LVO)

During low visibility operations, the departure and arrival spacing is increased. Delays will need to be issued earlier than in normal conditions.

Delays and Startup

Delay of traffic: In high traffic situations, it may be necessary for departing traffic to be held back. In addition, Delivery shall make arrangements to comply with restrictions imposed by other airports through notice on the ECFMP Discord, coordination, etc.

Startup: A startup shall be granted if no major traffic delays are expected. When allocating startups linked to times, the airport specific rate of 18 departures per hour can be used as a basis.

Specials

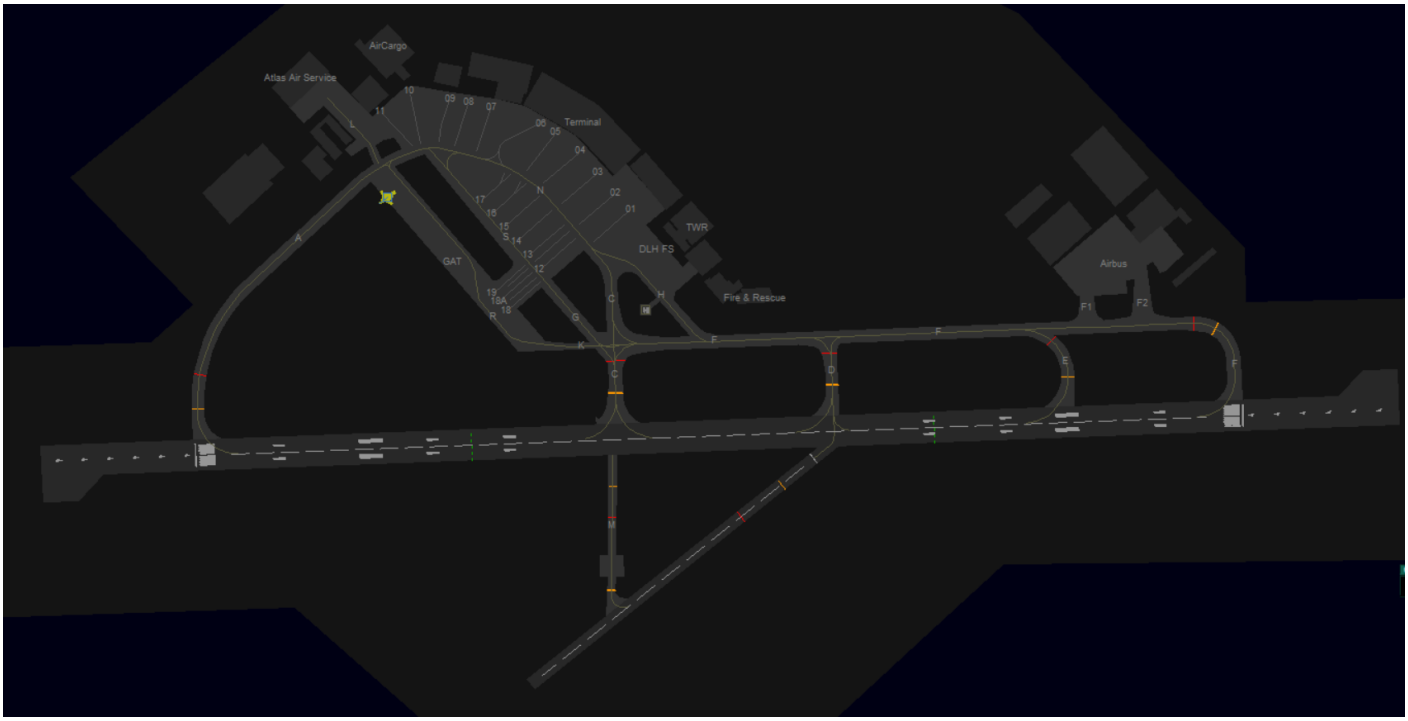
Vectored departures: Vectored departures shall be coordinated with FRI. FRI will assign a departure procedure (heading(s) and altitude(s)).

IFR local flights: IFR local flights shall be coordinated with FRI. FRI will assign a departure routing.

EDDW Ground

Area of Responsibility

Bremen Ground controls the ground movement of aircraft.



Parking and Pushback

Stands: GRP assigns parking positions.
Stands marked with A (12A, 18A) are reserved for Heavy aircraft and will block neighboring stands (12/13, 18/19) when used.
Stands 12-19 are used with the aircraft facing southwest.

Pushbacks: Pushbacks are required for aircraft on stands 01-11. Aircraft on stands 12-19 may also taxi out, provided that they meet the restrictions for the taxiway they're taxiing onto.

De-Icing: De-icing is provided directly at the parking position.

Taxiway Restrictions

Taxiway	Restriction
Delta	Maximum wingspan 36m
Echo	Maximum wingspan 36m
Golf	Wingspan < 52m
Hotel	Maximum wingspan 36m
Kilo	Maximum wingspan 24m
Lima	Maxiumum wingspan 31m
November	Wingspan < 52m
Romeo	Maximum wingspan 24m
Sierra	Wingspan < 36m

Taxiways

When runway 23 is active (daytime only, winds permitting), VFR departures of up to 5700 kg MTOM requesting departure via S or W are assigned runway 23 and instructed to taxi to runway 23 via D.

When runway 27 is active, propeller and turbo-prop aeroplanes of more than 2000 kg MTOM are assigned intersection Echo for departure. Aircraft with an MTOM of up to 2000 kg intersection shall be assigned intersection D. Intersection F is used otherwise and on pilot's request by the mentioned aircraft.
Departures shall be instructed to contact the Tower on taxiway F latest.

When runway 09 is active intersection C can be used for aircraft up to 5700 kg MTOM. Intersection A is used otherwise.

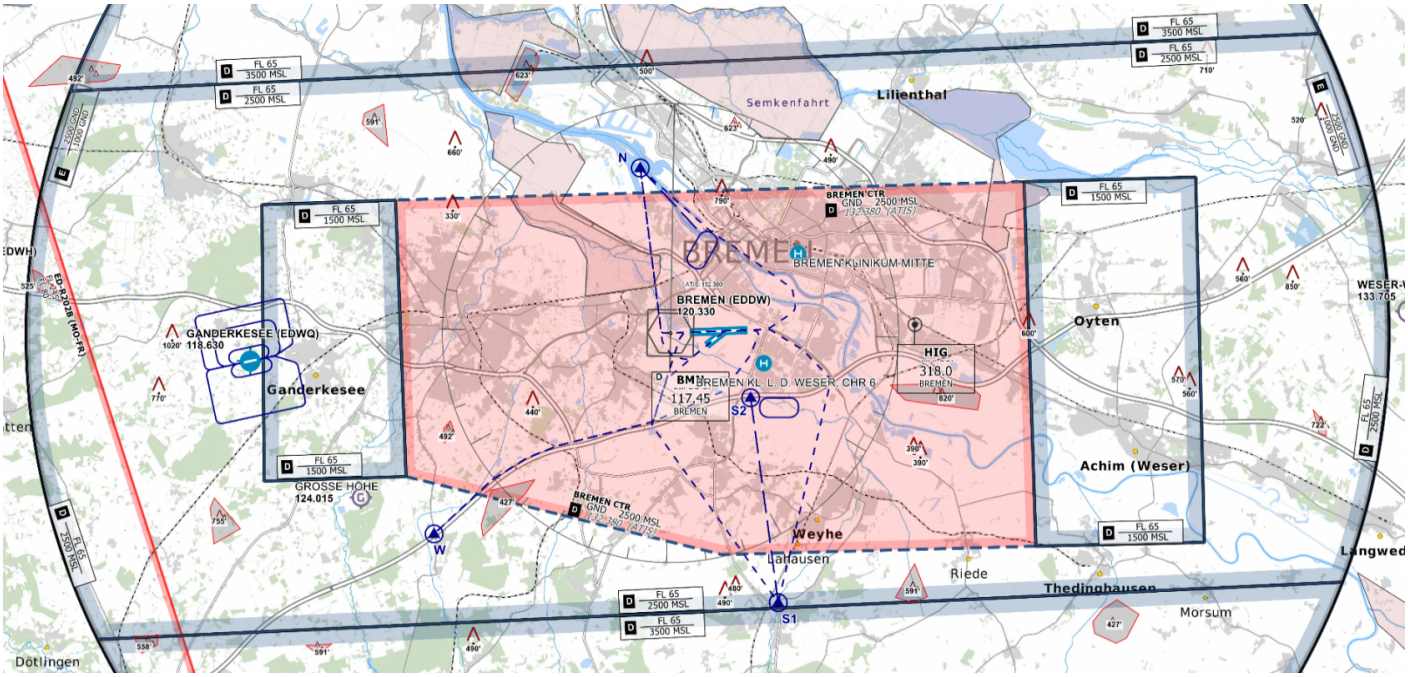
Taxiway Hotel shall only be used for Lufthansa Flightschool aircraft and NOT for regular IFR in/outbounds.

Low Visibility Procedures (LVP)

Cat II/III holding points shall be used and are marked as red lines in the ground layout. During LVP only intersection A (RWY 09) and intersection F (RWY 27) shall be used, intersection take-offs are not permitted.

EDDW Tower

Bremen Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2500ft MSL. Above this altitude airspace D (Non-CTR) covers the area within responsibility of Bremen Radar. An extra D airspace area west and east of the CTR is at 1500ft MSL. West of the field is the uncontrolled airfield EDWQ Ganderkesee in the final of runway 09.



Runway and Airport

Runway 27 is preferred up to 5 knots tailwind component.

Runway 23 can be used for VFR departures during daytime. Runway 05 does not exist.

Runway 27/09 has two additional special runway extensions in front of each of the thresholds. IRL these can only be used for take-off by Beluga aircraft, but on VATSIM we allow every pilot who requests to use on of these extension via backtrack to do so.

Departures

General Departure-Release: Departures do not have to be released by EDWW (Bremen Radar) except:

- when EDWW explicitly restricts departures by time, SID or until further notice
- Departures out of a non-active runway

- The first departure after a runway change
- The first departure after an unplanned missed approach

Auto-Handoff: Bremen has an auto-handoff to the departure frequency immediately after take-off, as stated in the charts.

Spacing: Departures shall be separated with a minimum of 3 nm or wake turbulence separated, whichever is greater. When two aircrafts have the same SID waypoint (e.g. WRB) the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

VFR above 5.700 kg MTOM: Departure via SID instead of visual reporting points.

Arrivals

Beside normal handoff procedures, arrivals on runway 27 shall be instructed to contact Ground while taxiing on taxiway A.

> One of your primary objectives with arrivals is to keep the runways useable. Unfortunately some vPilots will hold before the holding line blocking the runway, unless you keep them rolling. Issue taxi instructions as soon as possible or advice to hold behind the holding line while giving a handoff to Ground.

Missed Approaches

In case of an unplanned missed approach, the Tower controller shall inform Bremen Radar (Friesland) immediately. Traffic will be handed over to Bremen Radar (Friesland) after coordination.

> The next departure is always subject to release, if not coordinated otherwise (Departure Release).

VFR

Bremen offers three routes in and out of the CTR with two published holding patterns in the north and south of the field and a maximum altitude of 2000ft MSL. Traffic circuits are usually issued in the south of the field to prevent overflying inhabited areas.

VRP	N	W	S1	S2

NAV	Harbour area Bremen City	South of Delmenhorst, A1 Highway Exit	Gessel, South of Bremen, Federal Road and Railway crossing	South of the field, A1 Highway Exit

> Sierra Route: S2 is only used for incoming VFR traffic. Outbound aircraft should proceed directly to S1 after departure.

Flights to EDWQ Ganderkesee directly west out of the control zone should not climb higher than 1500ft because of the D airspace west of the CTR.

Helicopters

Helipad Yankee: only used for CHX55, other helicopters shall use the runway.

Police and Rescue helicopters:

- KM = **K**linikum Bremen-**M**itte
- SKH = **K**linikum Delmen**h**orst
- ZLW = Helipad "**Z**" at Klinikum **L**inks der **W**eser

Low Visibility Operations (LVO)

When the weather condition requires low visibility operations the use shall be announced in the ATIS.

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

During low visibility operations, the departure and arrival spacing is increased. Delays may be issued earlier than in normal conditions.