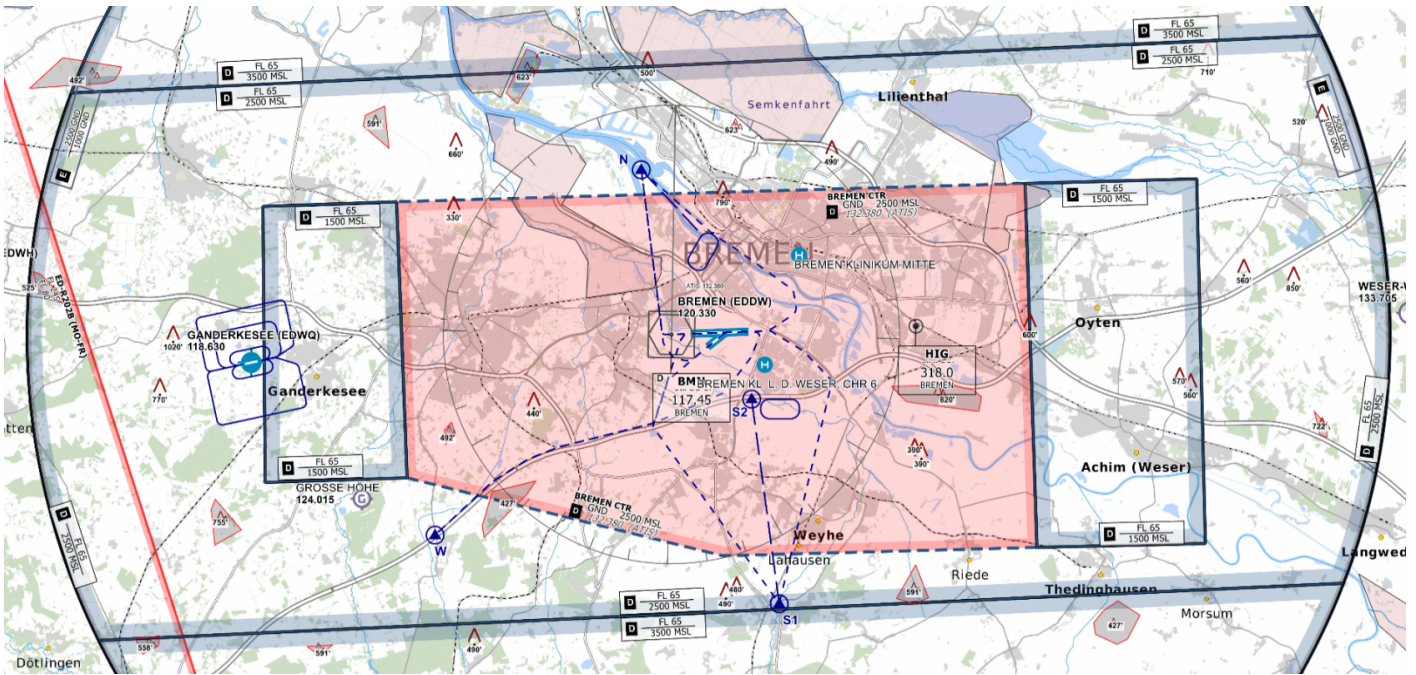


EDDW Tower

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 one of these extensions 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.