

# 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: 20-03-2025

SID						
Standard	SOFED	OKWEL	WSN	GESTO	NIE	WIMCI
09	2M	1M	1M	8M	2M	1M
27	2L	1L	1L	1L/1Z*	2L/6Z*	1L/1Z*
INIT CLB	4000 ft					

For all SIDs the "Climb via SID" phrase is NOT to be used  
\*Z SIDs are preferred. If unable clear via L SIDs

TRANSITIONS				
Standard	GIBMA	EKROV	VERED	PIXUR
09	09	09	09A/09B*	09
27	27	27	27	27
LVL AT	FL 110			

Transitions end at FAP for ILS Z APCHs  
\*VERED 09A north/VERED 09B south downwind

Holdings					
Fix	GIBMA	EKROV	VERED	PIXUR	BMN
MHA	4000 ft				
Max	FL 100 (COORD with ACC required for higher)				
INBD TRK [TURN]	181 [R]	254 [R]	297 [R]	347 [L]	177 [R]

VATSIM Germany

COMMUNICATION		
ID	Freq	Callsign
ADW	132.380	Bremen ATIS
DWG	121.755	Bremen Ground
DWT	120.330	Bremen Tower
FRI	124.800	Bremen Radar
ALR	126.325	Bremen Radar
EID	124.075	Bremen Radar
WW	127.675	Bremen Radar
WC	133.275	Bremen Radar

Approach Procedures				
RWY	09		27	
APP	ILS Z	ILS Y	ILS Z	ILS Y
ID	IBRE		IBRW	
FREQ	110.30		110.9	
CRS	086		266	
FAP	IBUTI	DW050	ROGBO	DW010
ALT	3000 ft	1700 ft	3000 ft	1900 ft

ILS Z is preferred type of APCH

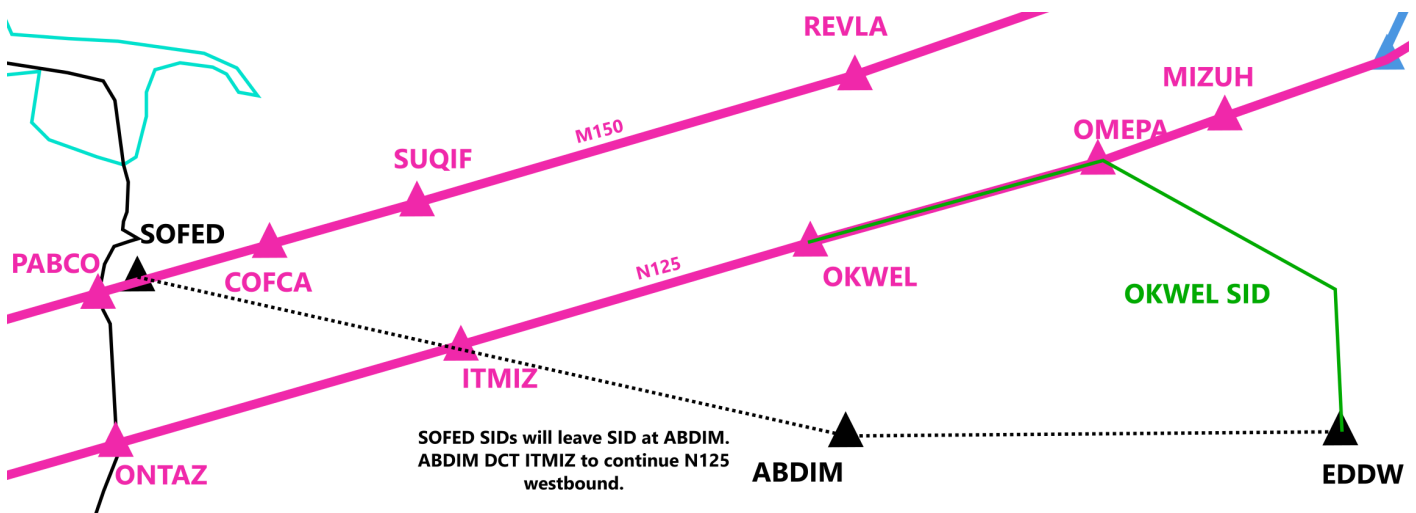
Datalink Clearances (DCL/PDC) are not available at EDDW.

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 202A, ED-R 202B or ED-R 202E (known as TRA Weser) are active. In this case, traffic via SOFED shall be re-routed via OKWEL N125 ITMIZ (then flight-planned route). EDWW sector FRI will inform Bremen Ground about the activation and deactivation of TRA

## Special Procedure - SOFED SIDs

Beginning on March 20, 2025, the SOFED SIDs are no longer connected to airway N125 due to changes to the ATS routes. Nevertheless, SOFED SIDs will still be used for departures to the west. Traffic intending to use SOFED SIDs is requested to file "ABDIM DCT ITMIZ N125 ..." as the initial segment of the F-Plan route. Traffic will then be instructed to follow a SOFED SID and to then join ITMIZ when reaching ABDIM located on the SID.



To avoid confusion, Bremen Ground is requested to inform the pilot about this procedure when giving IFR clearance: "... via SOFED2M departure, after ABDIM direct ITMIZ flight planned route ...". It is important to have a closer look at the F-Plan before giving IFR clearance to aircraft requesting to use SOFED SIDs.

It is to be expected that some pilots will file flight plans with the first waypoint "SOFED" instead of "ABDIM". This will still be considered as valid and Bremen Ground may clear SOFED SIDs nonetheless. In this case no coordination with Bremen Radar is required.

## 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.

**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.

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.**

## 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 [or on the takeoff and landing platform between taxiways H, C and F](#).

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.**

