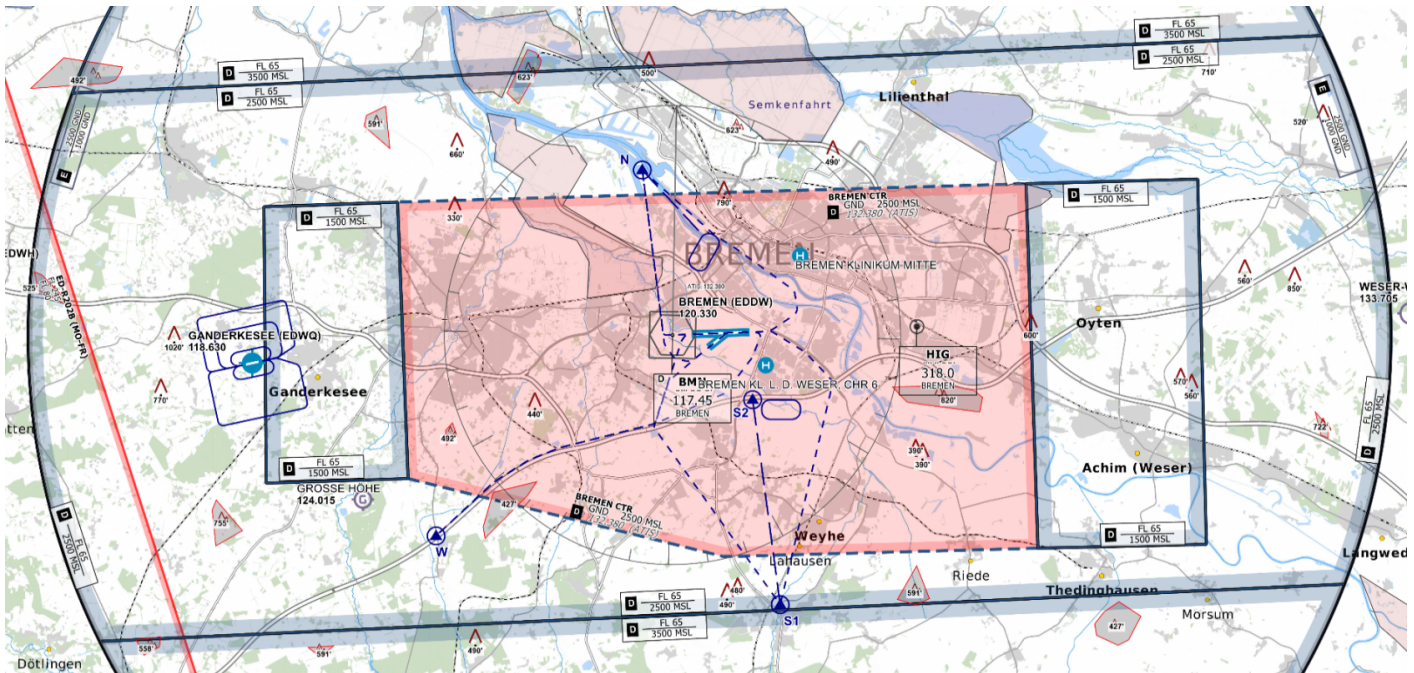


Tower

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 on the explicit pilot's request](#) and only 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).

Reduced Runway Separation (RRS)

Bremen Airport (EDDW) is approved to apply the following reduced runway separation minima during day only:

Runway	CAT 1 following a departing CAT 1 or 2	CAT 2 following a departing CAT 1 or 2	CAT 1 to 3 following a departing CAT 3
RWY 09/27	600 m	1500 m	---

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. **After coordination with Bremen Ground, this traffic may also be approved to vacate via C.**

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 [may preferably be cleared for the southern downwind due to noise abatement reasons](#). Still, using the northern downwind is not prohibited per se.

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.

In general, runway 27 is the preferred runway for VFR departures. Runway 23 should be used on the explicit pilot's request only!

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.

VFR departure for Jets and Aircraft with a MTOM of more than 5700 kg

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 2000 ft or below	SOFED, WIMCI, NIE	OKWEL, NIE, GESTO, OTEXE, WSN, OKWEL
Maximum 1500 ft or below	OKWEL, GESTO, WSN	SOFED

“ Example: "DEABC, leave control zone VFR via NIE6Z departure in 2000 ft or below, after departure remain this frequency."

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

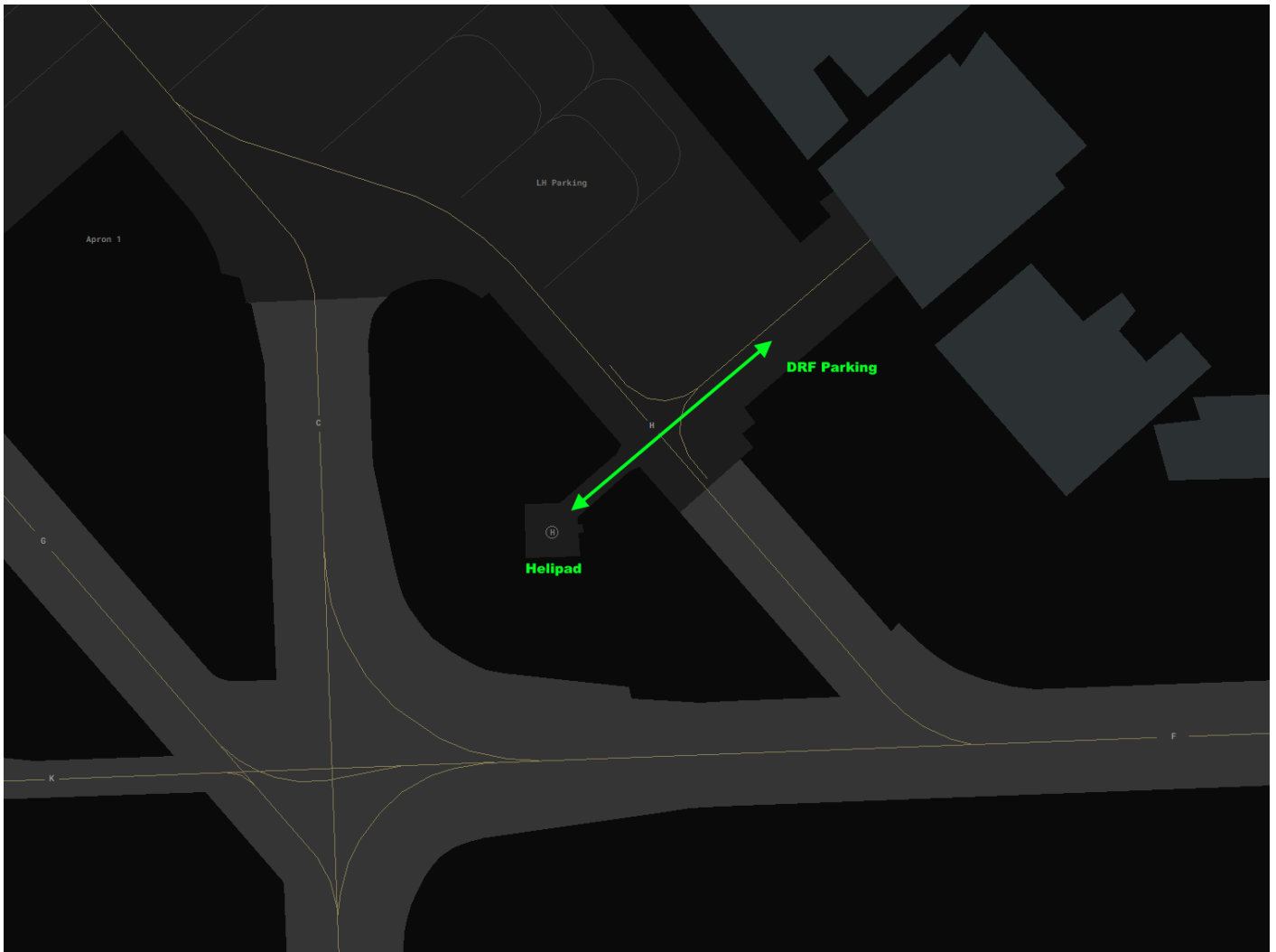
Arriving traffic shall be guided via the published CTR entry procedures.

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 takeoff and landing platform between taxiways H, C and F. **This platform shall only be used for rescue helicopter traffic.** The platform may also be called "Yankee" unofficially.



For departure, Bremen Tower will be contacted directly. In all cases, Bremen Tower shall inform Bremen Ground about any movement via the takeoff and landing platform (arrivals and departures).

It is important to note that the platform "Yankee" is not to be considered a helipad. It functions as a takeoff and landing platform comparable to other hospitals in the CTR. **Therefore, no takeoff and landing clearance shall be given!** Traffic will depart and land at its own discretion.

Examples:

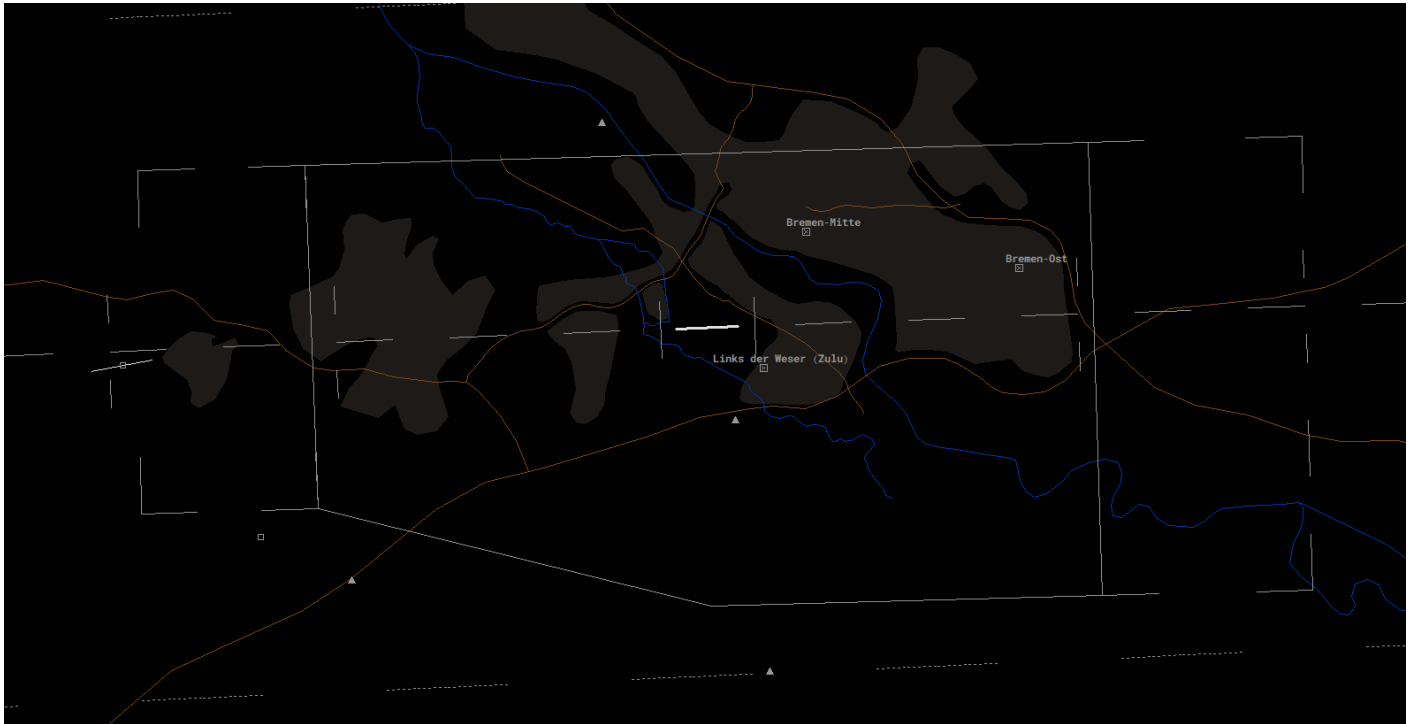
“Christoph 55, *cross Hotel*, wind 100 degree 5 knots, takeoff *Yankee* own discretion, *proceed direct [...]*.”

“Christoph 55, wind 100 degree 5 knots, land *Yankee* own discretion, *cross Hotel, approved to leave on ground.*”

The use of the taxiways triangle F-C-H is prohibited during every takeoff and landing at Yankee!

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.

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