

General Information

Location: BREMEN DEU
ICAO/IATA: EDDW / BRE
Lat/Long: N53° 02.84', E008° 47.20'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0717 Z
Sunset: 1558 Z

Runway Information

Runway: 09
Length x Width: 6693 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 23
Length x Width: 2297 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 13 ft

Runway: 27
Length x Width: 6693 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 132.375 At or below 33574432 ft Out to 25 mi.
Bremen Tower: 37.835 At or below 4000 ft Out to 25 mi.
Bremen Tower: 134.825 At or below 4000 ft Out to 25 mi.
Bremen Tower: 120.325 At or below 4000 ft Out to 25 mi.

Bremen Ground: 121.750
Bremen Radar: 124.800

EDDW/BRE
BREMEN

JEPPESEN
24 FEB 17 **10-1P**

BREMEN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 132.375

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. ATC ON-REQUEST PROCEDURE

- ATC during nighttime hours is only provided on request from MON-SAT between 2400-0545LT.
- For flight operations, the provision of aerodrome control services shall be requested until 2300LT with the Bremen Control Tower, phone +49 421 553262.
- This shall also apply to flights intending to use Bremen APT for meteorological, technical or other safety reasons as well as to flights providing disaster relief or rendering medical assistance (ambulance flights).
- Any air traffic which has not been registered until 2300LT cannot be conducted. Emergency and diversionary landings will be guided to an adjacent APT such as Hamburg APT or Hannover APT.

1.2.2. LOCAL FLYING RESTRICTIONS

Between 2200-0700LT take-offs and landings are not permitted.

Exceptions:

- ACFT at least complying with ICAO Annex 16, Chapter 3 until 2230LT;
- Two Landings until 2300LT or delayed landings until 2400LT, both of ACFT at least complying with ICAO Annex 16, Chapter 3, whose operators are ACFT operating agencies with their main maintenance facilities at Bremen APT, recognized by the approving authorities as 'Home Carrier';
- ACFT at least complying with ICAO Annex 16, Chapter 3, between 0600-0700LT;
- ACFT operated in the night airmail service;
- ACFT using Bremen APT as emergency and alternate APT for meteorological, technical or other safety reasons;
- ACFT using Bremen APT on a mission in disasters or rendering medical assistance;
- Flight checks conducted by the DFS.

Deviating from these regulations, the 'Senator for economics and ports' may grant exceptions in justified cases, especially to avoid considerable disturbance to air traffic or in cases of special public interest.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

1.2.4. RUN-UP TESTS

Engine run-ups are subject to approval by the APT operator and shall be announced to apron control, phone 0421/5595-241/243. ATC clearance does not replace approval by the aeronautical authority/Luftaufsicht.

Engine run-ups are permitted only on the positions allocated for this purpose.

Idle test runs are not affected by this regulation.

Positions allocated for engine run-ups:

- Ramp 2 for ACFT up to 5700kg MPW. When using the run-up positions, TWY B shall not be affected by propeller turbulence;
- Subsidiary RWY 23, south of the compensating area for all ACFT.

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24 FEB 17 **(10-1P1)**

BREMEN, GERMANY
AIRPORT BRIEFING

1. GENERAL

Engine run-ups are only permitted MON-FRI 0630-2200LT and SAT 0700-1300LT and 1500-1700LT.

Between 0530-0630LT engine run-ups are only permitted in case a scheduled departure between 0630-0730LT is imminent, and a test run for safety reasons must be carried out shortly before take-off.

On Sundays and public holidays engine run-ups are permitted only in substantiated individual cases between 0900-1200LT and between 1500-1900LT if

- An approved take-off is imminent;
 - A test run is necessary for safety reasons;
- and
- The prospective take-off is absolutely necessary to avoid considerable disturbances in the operational proceedings of the ACFT operating agency.

1.3. TAXI PROCEDURES

TWY B closed to ACFT of more than 5700 kg and to powered gliders.

Northern ACFT stand taxilane N is available for ACFT with a wingspan of up to but not including 171'/52m. TWY G between TWY C and stand 10A MAX wingspan 171'/52m.

Southern ACFT stand taxilane S is available for ACFT with a wingspan of up to but not including 118'/36m. TWY H MAX wingspan 118'/36m.

TWY L MAX wingspan 102'/31m.

Apron 2 between TWY A and stand 16 MAX wingspan 98'/30m.

TWY K MAX wingspan 79'/24m.

1.4. PARKING INFORMATION

On stands 01 thru 09, 10A and 17 push-back required.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 09/27 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

JET ACFT of more than 20mt AUW, landing on RWY 27, shall leave RWY via TWY A unless otherwise instructed.

3. DEPARTURE

3.1. OTHER INFORMATION

3.1.1. TAKE-OFF RWY 23

RWY 23 available for ACFT up to 5700kg MTOM for take-offs under VFR at DAY via departure routes SIERRA and WHISKEY. ACFT will be cleared by Ground to taxi to RWY 23 via intersection D for departures via SIERRA and WHISKEY (appropriate winds assumed). If necessary request departures from RWY 27 and/or via NOVEMBER.

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BREMEN, GERMANY

18 MAR 16

10-1R

Eff 31 Mar

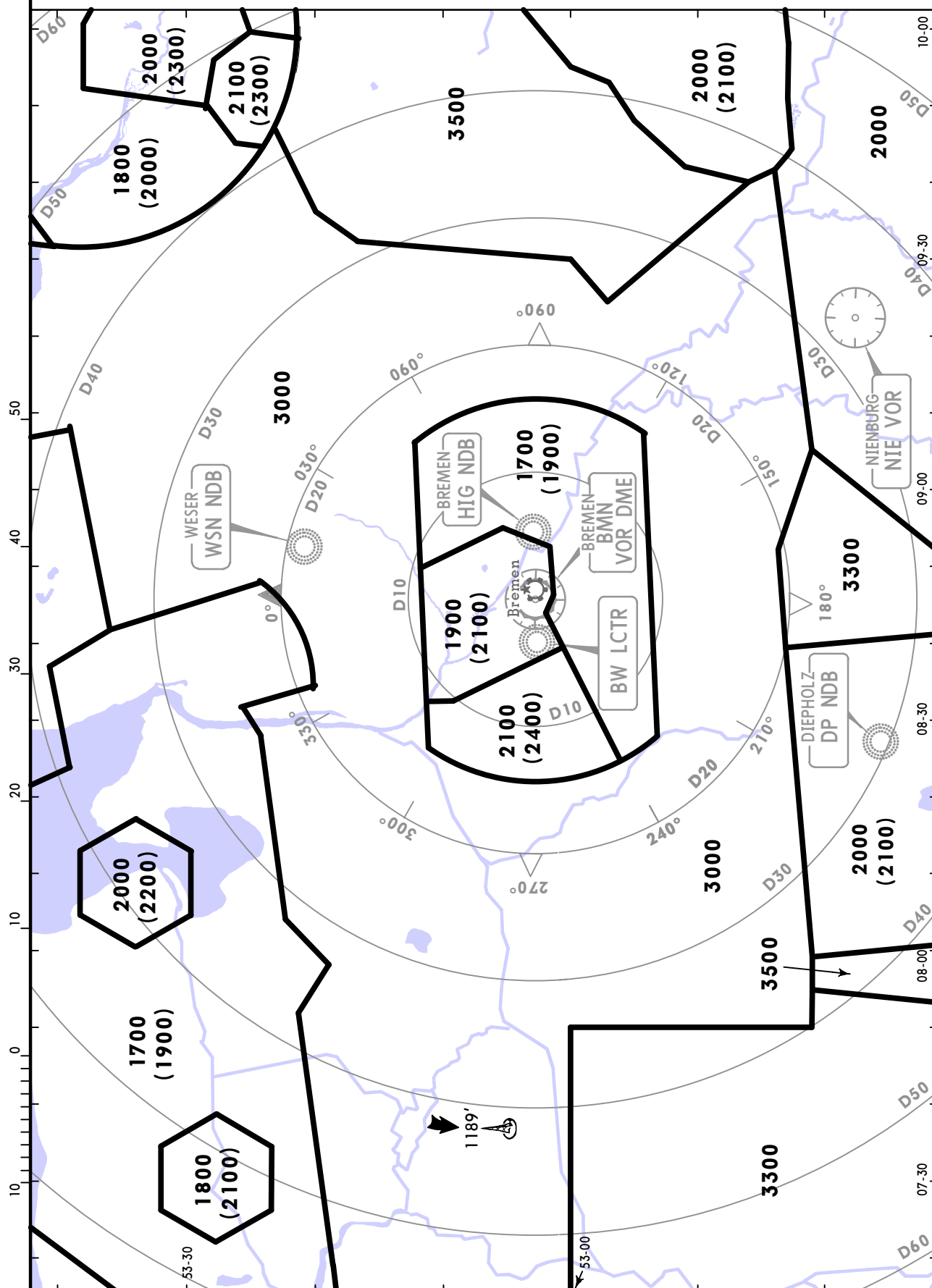
RADAR MINIMUM ALTITUDES

BREMEN Radar (APP)
124.8

Apt Elev
14'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for RADAR vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



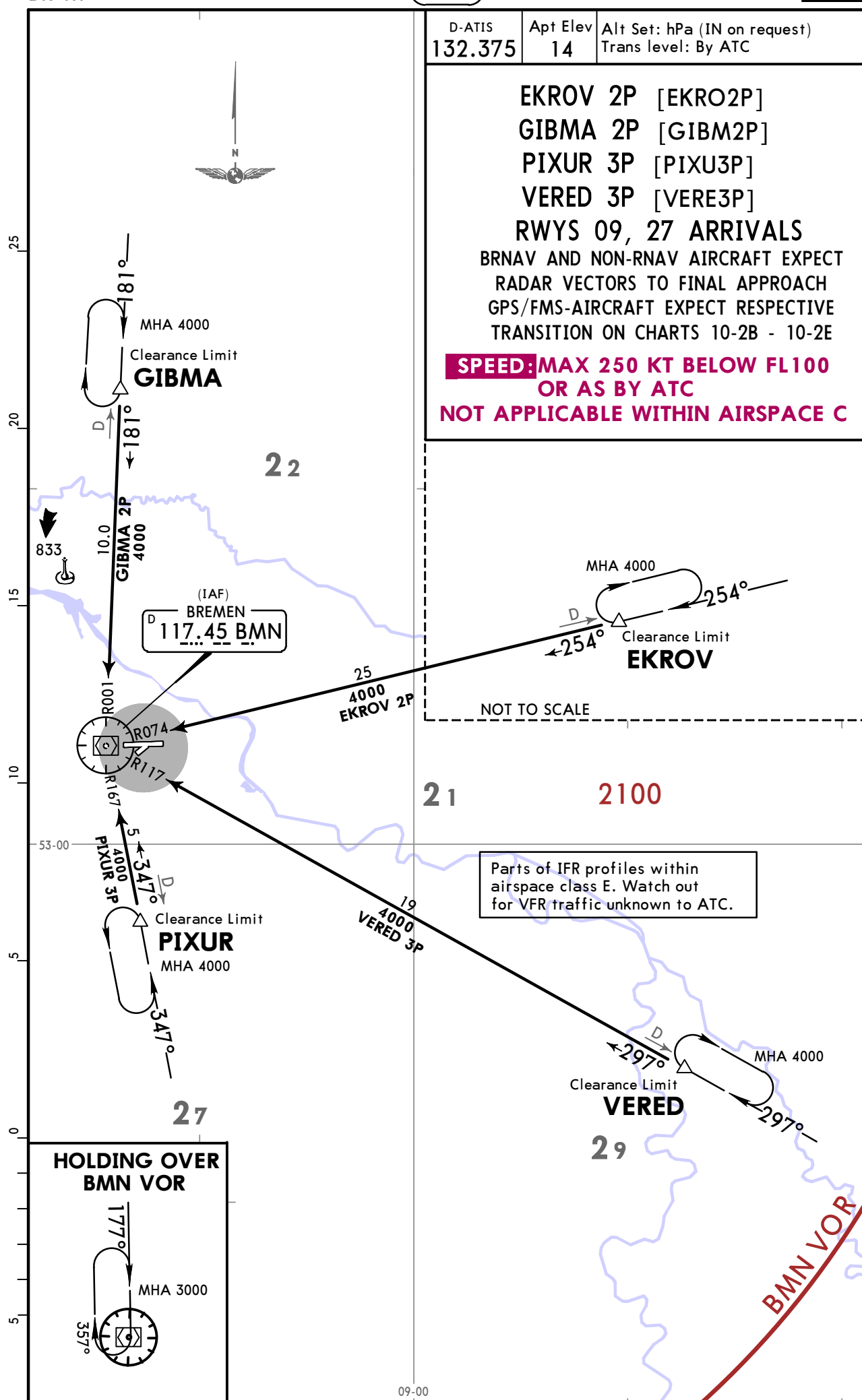
CHANGES: Communication.

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BREMEN

JEPPESEN
26 MAY 17 10-2

BREMEN, GERMANY
STAR

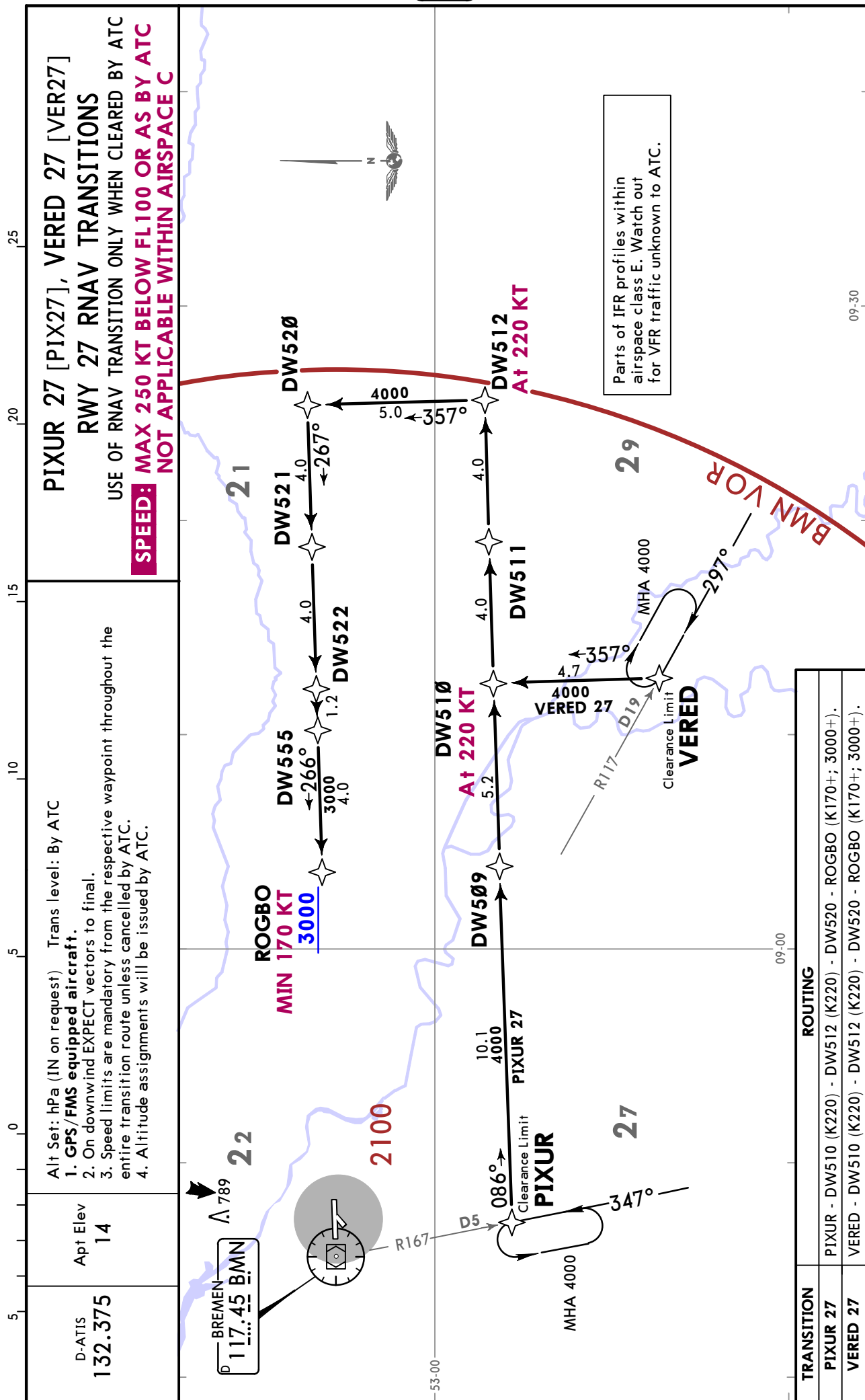








BREMEN, GERMANY



CHANGES: None.

EDDM/BRE
BREMEN

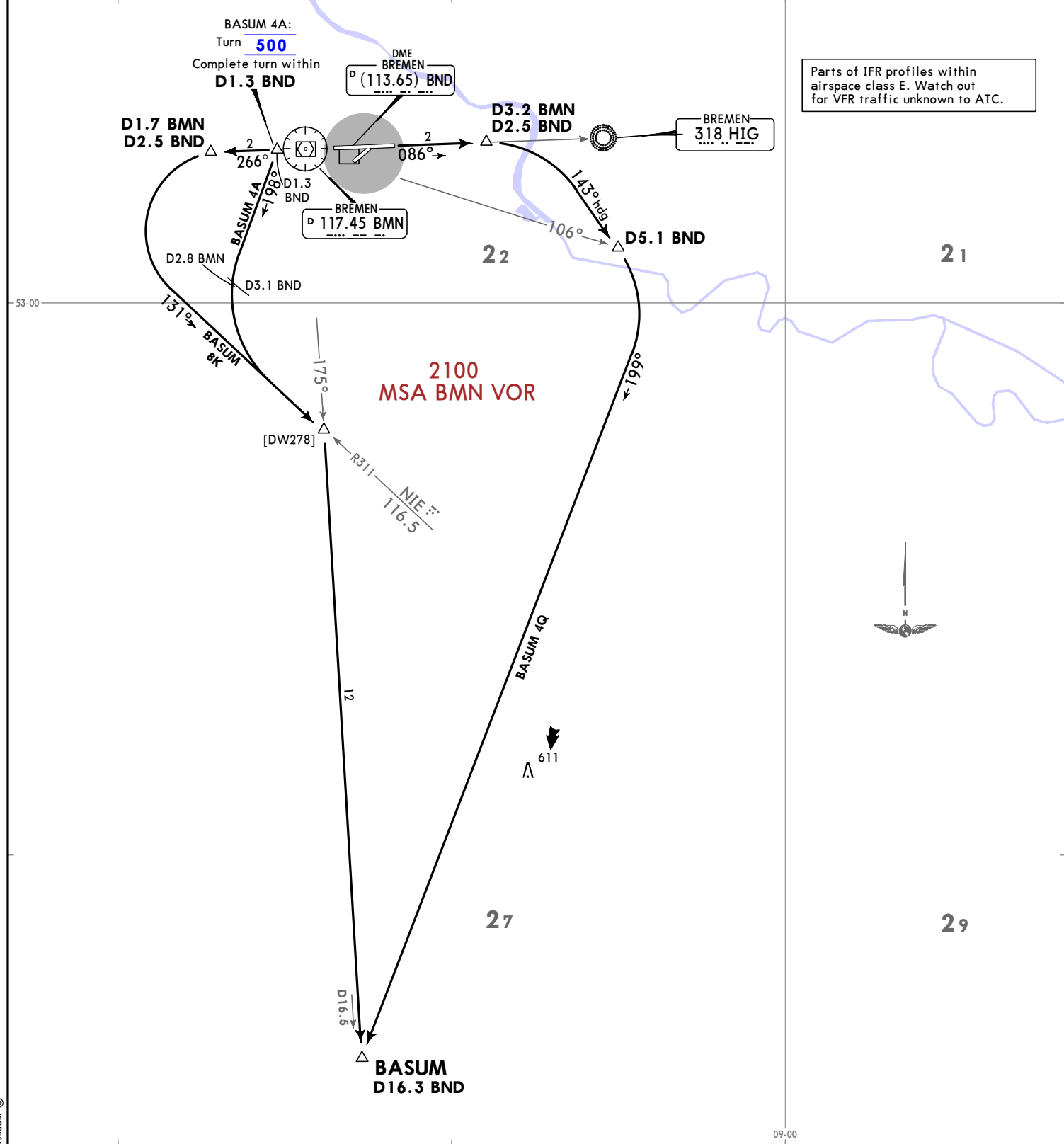
BREMEN
Radar (APP)
124.8

Apt Elev
14

Trans alt: 5000
1. Contact BREMEN Radar immediately after takeoff.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 09: EXPECT close-in obstacles.

BASUM 4A, BASUM 8K, BASUM 4Q
DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

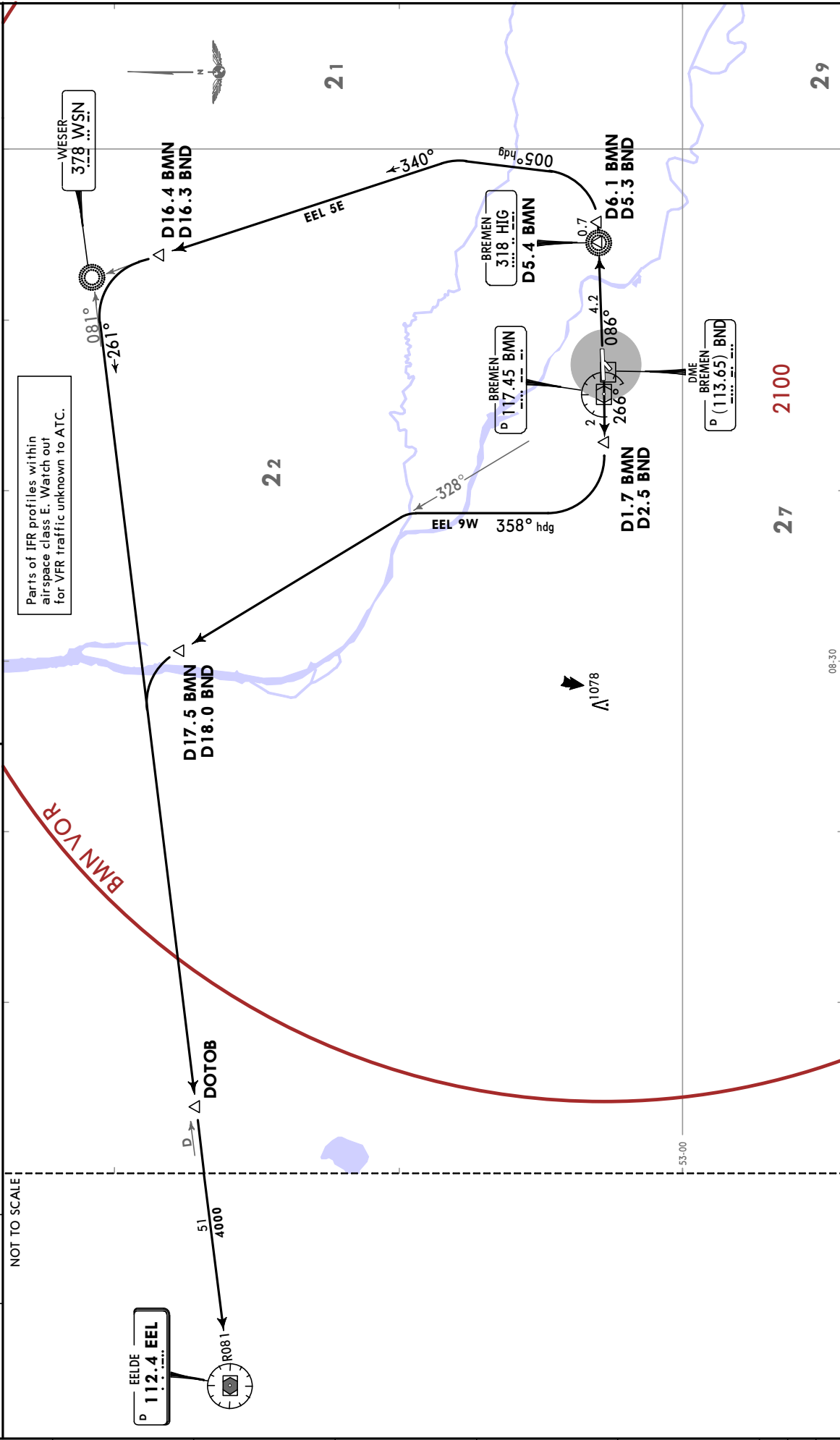


25 AUG 17
JEPPESSEN
10-3

BREMEN, GERMANY
SID

Initial climb clearance 4000			BASUM 4A BASUM 8K BASUM 4Q DEPARTURES
SID	RWY	ROUTING	
BASUM 4A ①	27	Climb straight ahead to 500, turn LEFT, complete turn within D1.3 BND, 198° track to D2.8 BMN (D3.1 BND), turn LEFT, intercept NIE R311 inbound, intercept BMN R175 to BASUM.	
BASUM 8K		Climb straight ahead to BMN, BMN R266 (266° bearing from HIG) to D1.7 BMN (D2.5 BND), turn LEFT, intercept NIE R311 inbound, intercept BMN R175 to BASUM.	
BASUM 4Q ②	09	Intercept 086° bearing towards HIG (BMN R086), at D3.2 BMN (D2.5 BND) turn RIGHT, 143° track to D5.1 BND (BMN R106), turn RIGHT, 199° track to BASUM.	
① If unable to comply, file BASUM 8K. ② After passing 2000 BRNAV equipment necessary.			

BREMEN Radar (APP) 124.8	Apt Elev 14	Trans alt: 5000 1. Contact BREMEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 09: EXPECT close-in obstacles.	EELDE 5E (EEL 5E), EELDE 9W (EEL 9W) DEPARTURES
			SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

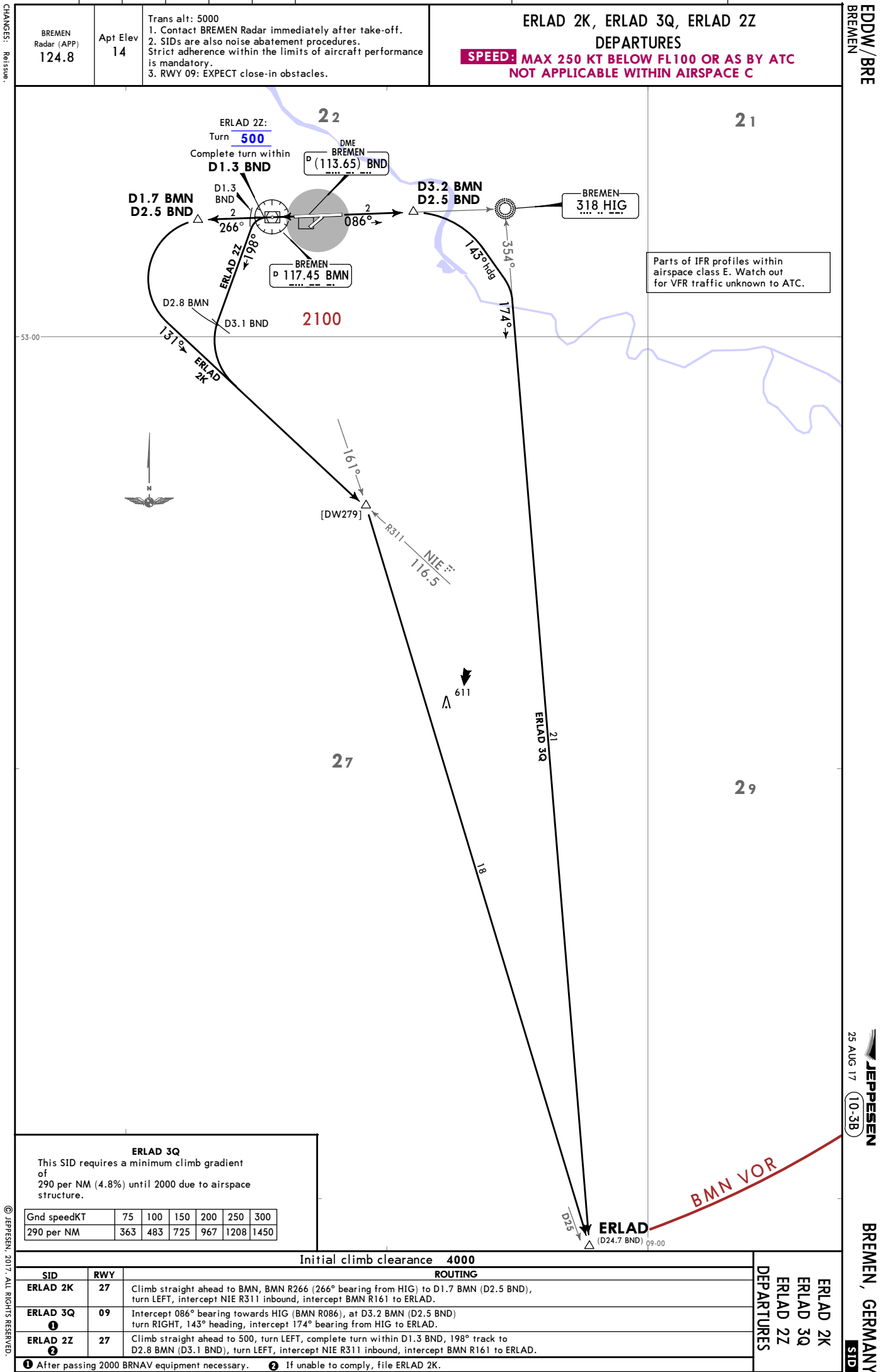


SID	RWY
EEL 5E	09
EEL 9W	27

BRNAV equipment necessary after: ① D16.0 BMN 9D16.3 BND// ② D17.5 BMN (D18.0 BND).

CHANGES: Reissue.

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BREMEN, GERMANY

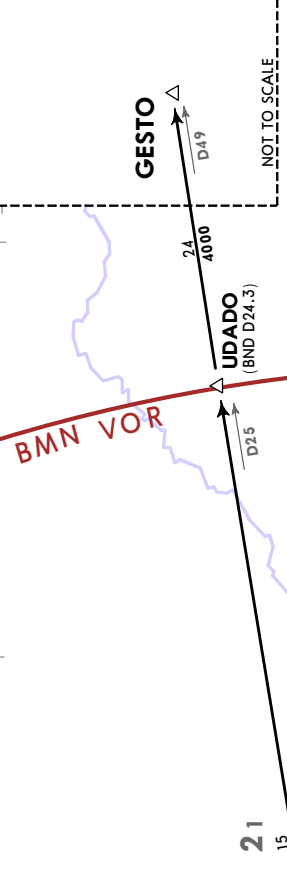
SID

25 AUG 17
(10-3C)

BREMEN Radar (APP) 124.8	Apt Elev 14	Trans alt: 5000 1. Contact BREMEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
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GESTO 7M RWY 09 DEPARTURE SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C
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Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



21
15

29

22

27

BREMEN
318.0 HIG
D5.4 BMN

BREMEN
117.45 BMN

2100

DME
BREMEN
113.65 BND

Initial climb clearance 4000

ROUTING

Intercept 086° bearing (BMN R086) to HIG (D5.4 BMN), turn LEFT,
Intercept 068° bearing from HIG, intercept BMN R079 via UDADO to GESTO.

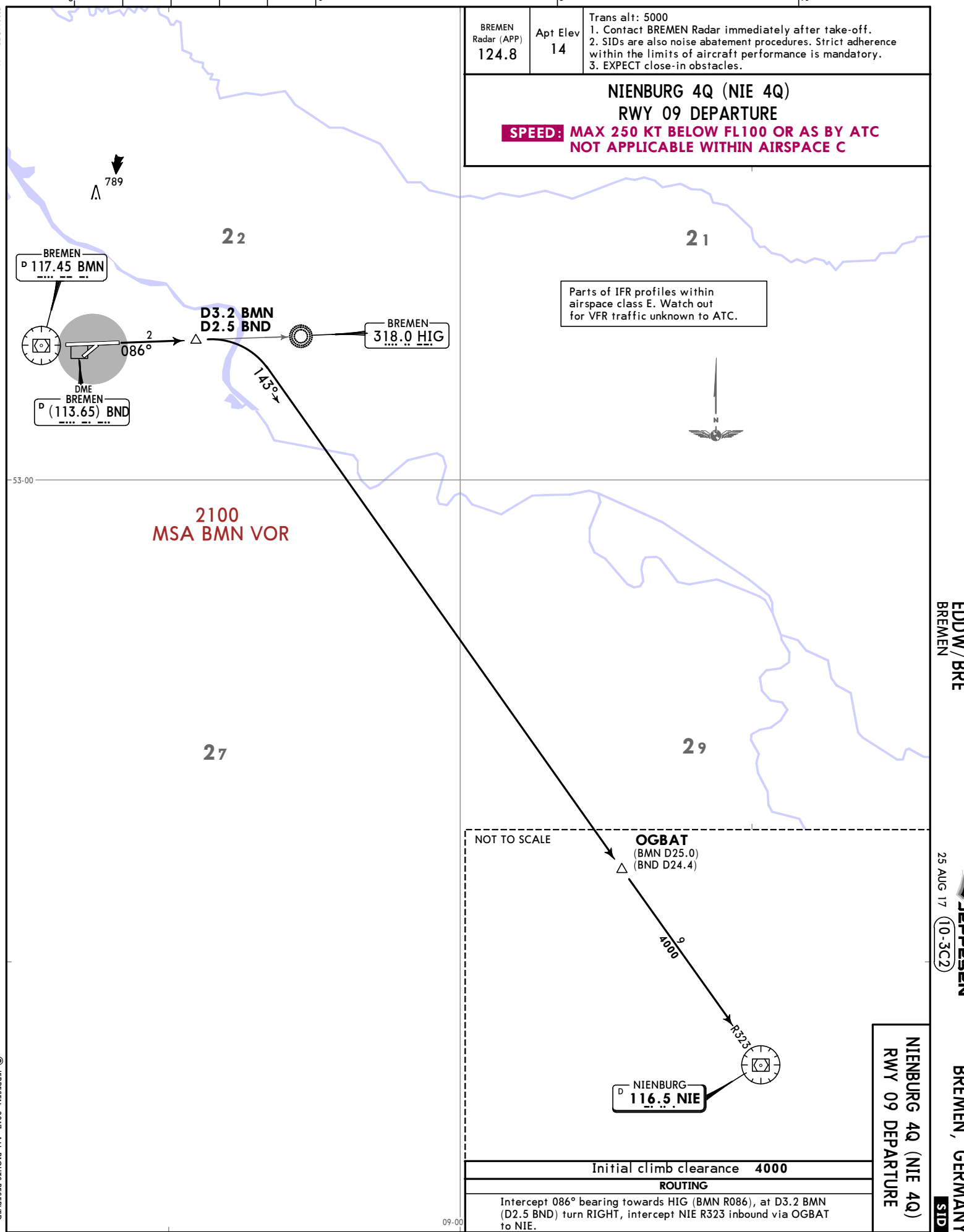
CHANGES: None.

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CHANGES: None.

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BREMEN

25 AUG 17 10-3C2

JEPPesen

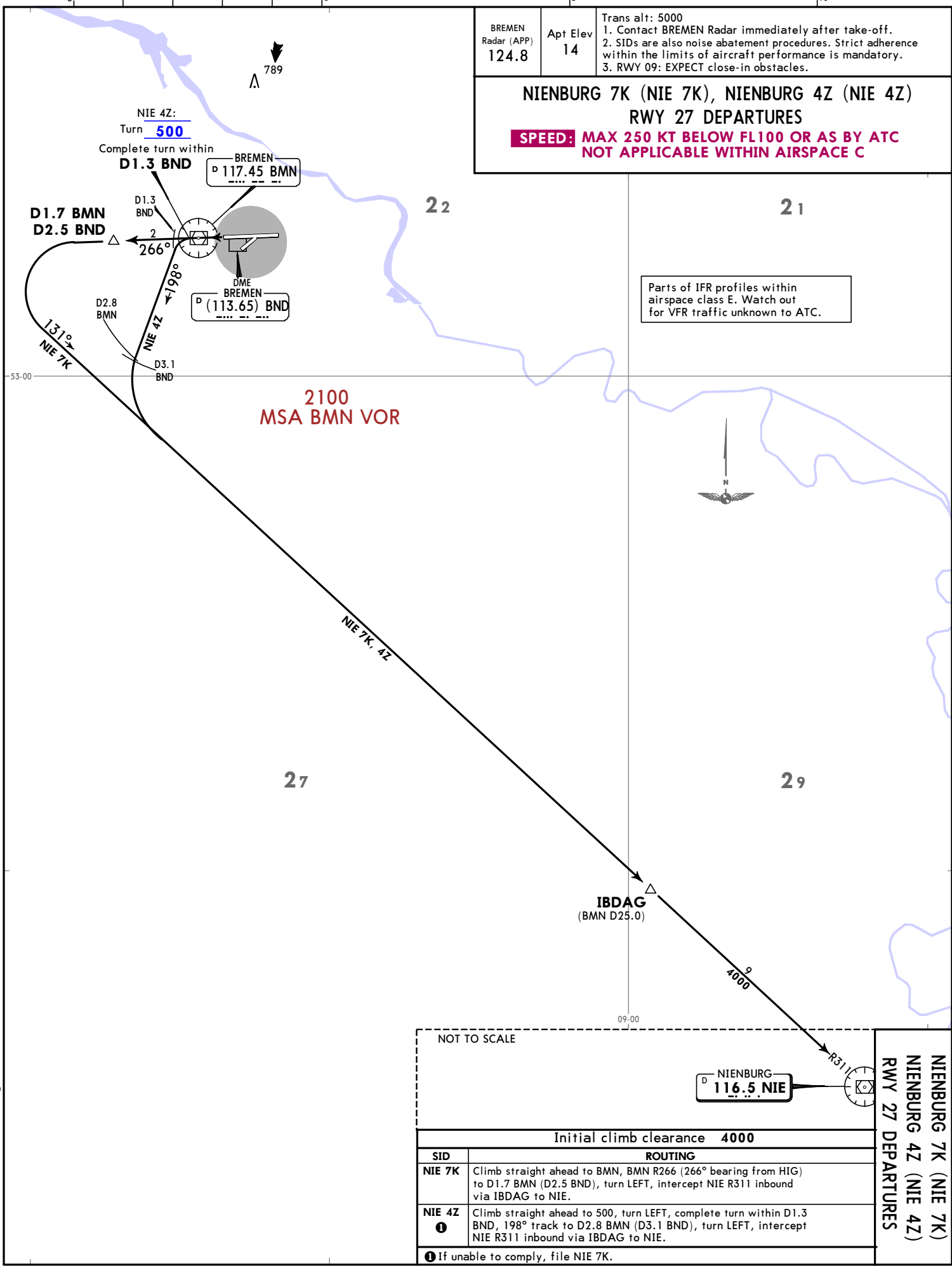
BREMEN, GERMANY

SID

CHANGES: New format.

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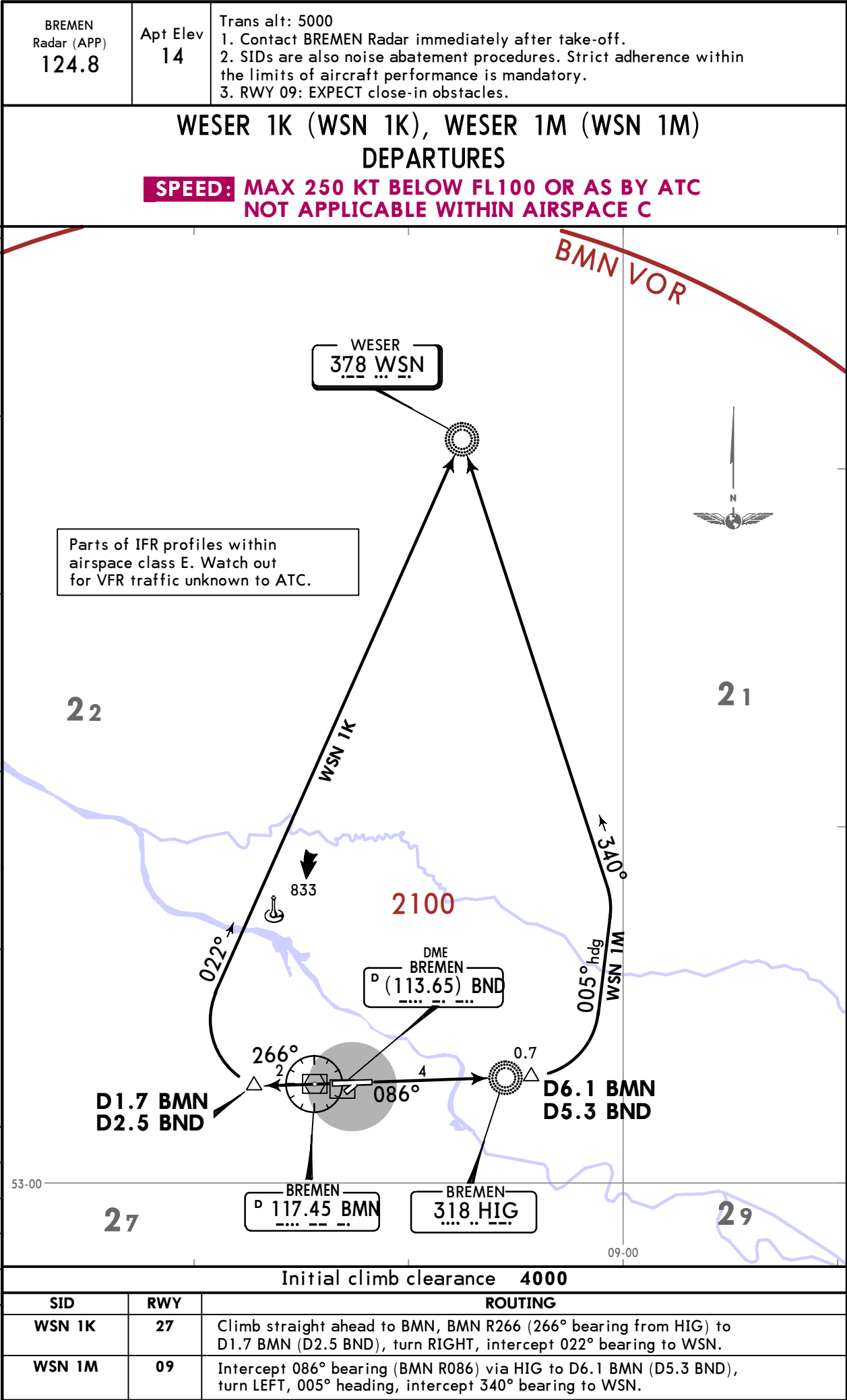
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26 MAY 17 (10-3D)
BREMEN, GERMANY
SID



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JEPPESEN
26 MAY 17 10-3E

BREMEN, GERMANY
SID



CHANGES: None.

BASUM 4Q						
This SID requires a minimum climb gradient of 290 per NM (4.8%) until 2000 due to airspace structure.						
Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

BREMEN Radar (APP)
124.8

Apt Elev
14

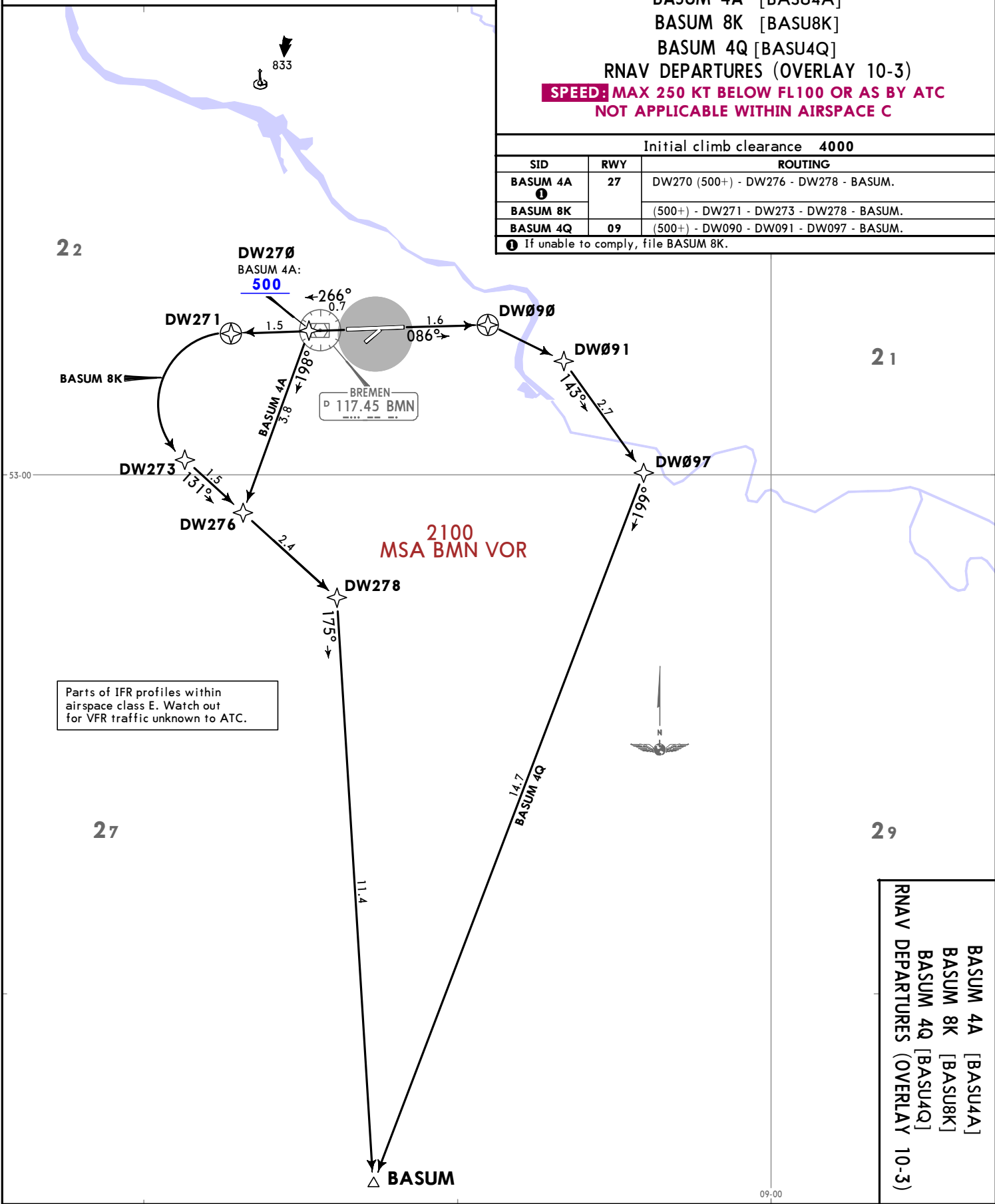
Trans alt: 5000
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 09: EXPECT close-in obstacles.

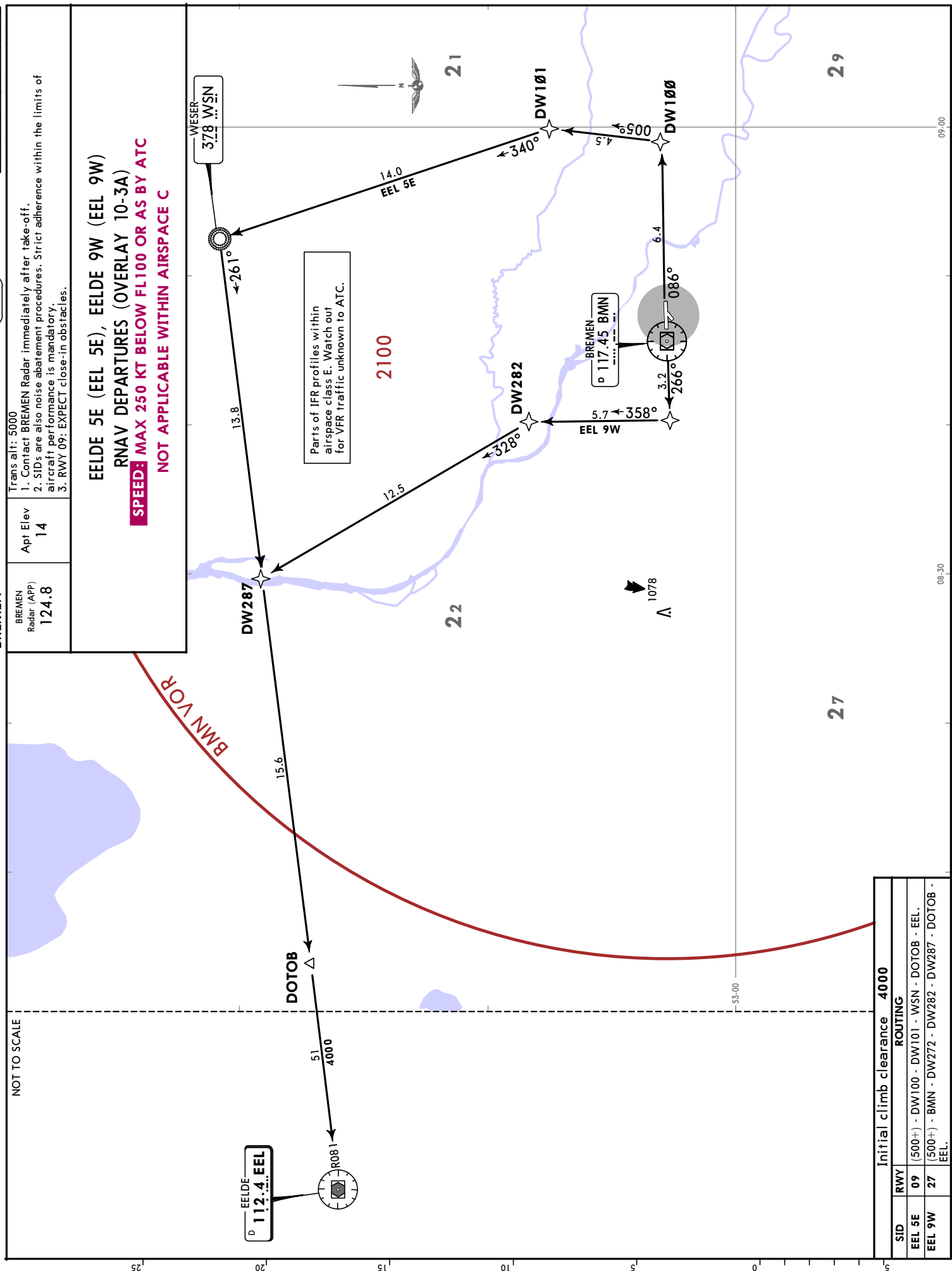
BASUM 4A [BASU4A]
BASUM 8K [BASU8K]
BASUM 4Q [BASU4Q]
RNAV DEPARTURES (OVERLAY 10-3)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 4000

SID	RWY	ROUTING
BASUM 4A ①	27	DW270 (500+) - DW276 - DW278 - BASUM.
BASUM 8K		(500+) - DW271 - DW273 - DW278 - BASUM.
BASUM 4Q	09	(500+) - DW090 - DW091 - DW097 - BASUM.

① If unable to comply, file BASUM 8K.





CHANGES: New format.

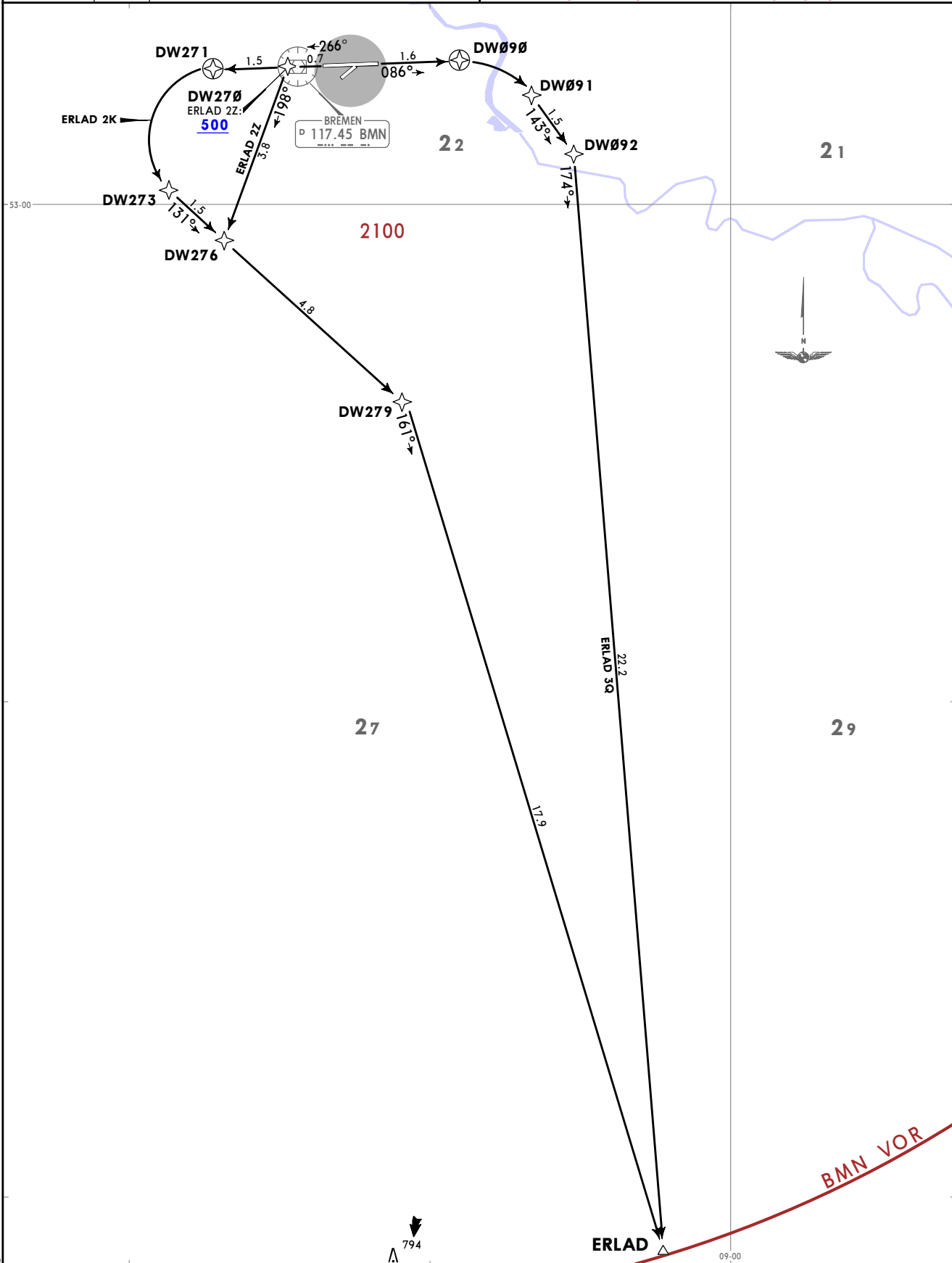
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BREMEN

BREMEN
Radar (APP)
124.8

Apt Elev
14

Trans alt: 5000
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures.
Strict adherence within the limits of aircraft
performance is mandatory.
3. RWY 09: EXPECT close-in obstacles.

ERLAD 2K [ERLA2K]
ERLAD 3Q [ERLA3Q]
ERLAD 2Z [ERLA2Z]
RNAV DEPARTURES (OVERLAY 10-3B)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



26 MAY 17 (10-3H)
JEPPesen

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

Initial climb clearance 4000		
SID	RWY	ROUTING
ERLAD 2K	27	(500+) - DW271 - DW273 - DW279 - ERLAD.
ERLAD 3Q	09	(500+) - DW090 - DW091 - DW092 - ERLAD.
ERLAD 2Z	27	DW270 (500+) - DW276 - DW279 - ERLAD.

❶ If unable to comply, file ERLAD 2K.

ERLAD 3Q
This SID requires a minimum climb gradient
of 290 per NM (4.8%) until 2000 due to airspace
structure.

Gnd speed	KT	75	100	150	200	250	300
290 per NM		363	483	725	967	1208	1450

BREMEN, GERMANY
RNAV SID (OVERLAY)
ERLAD 2K [ERLA2K]
ERLAD 3Q [ERLA3Q]
ERLAD 2Z [ERLA2Z]
RNAV DEPARTURES
(OVERLAY 10-3B)

10-3J

Trans alt: 5000

1. Contact BREMEN Radar immediately
2. SIDs are also noise abatement procedure within the limits of aircraft adherence
3. RWY 09: EXPECT close-in obstacles.

RWY 09 RNAV DEPARTURE (OVERLAY 10-3C)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 4000

ROUTING

(500+) - HIG - DW098 - UDADO - GESTO.

GESTO

JDADO

JDADO

23.4

JDADO

NOT TO SCALE

WESER-WUMME
EDWM

21

29

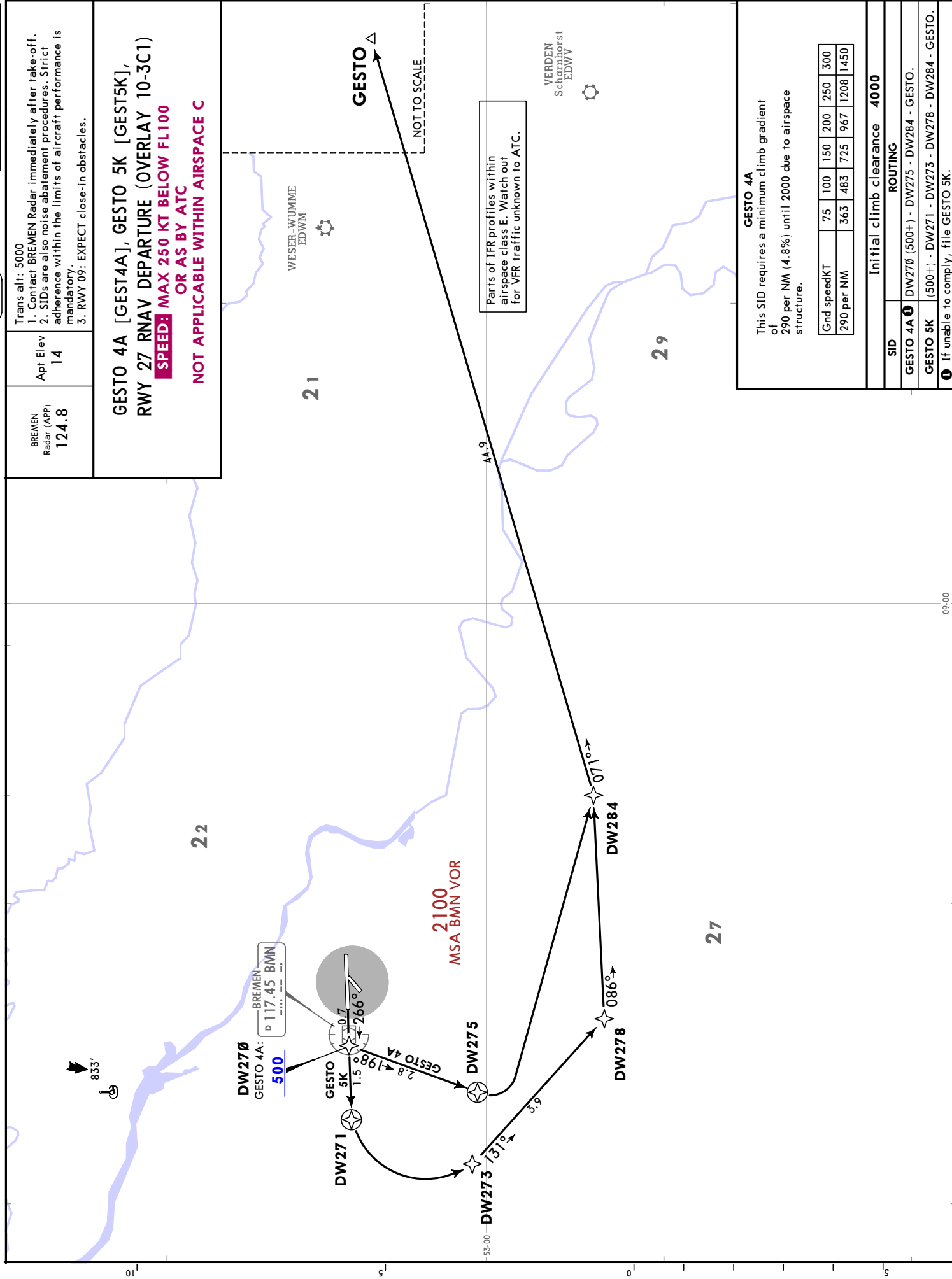
VERDEN
Scharnhorst
EDWV

2100
MSA BMN VOR

27

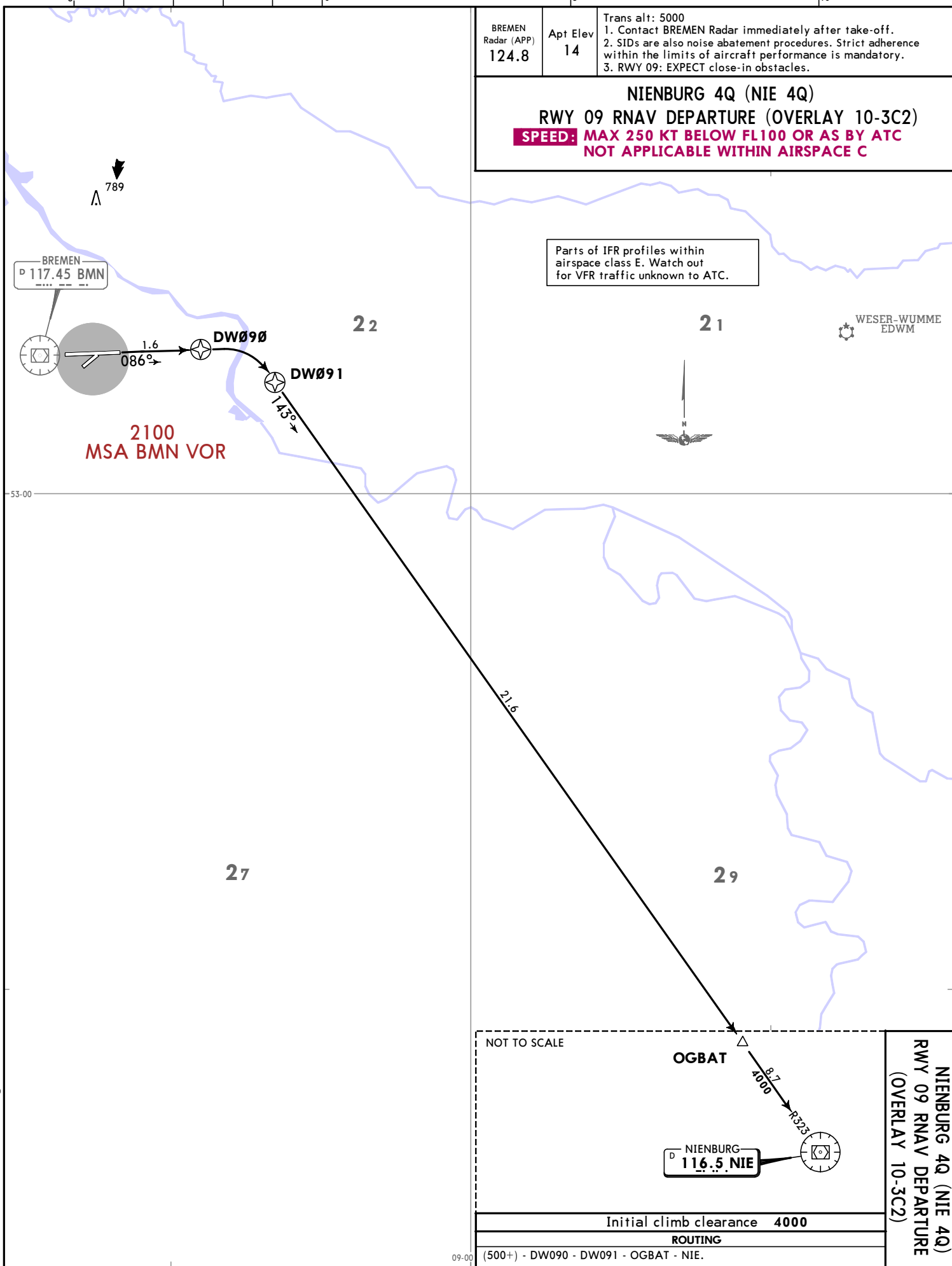
CHANGES: New format.

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CHANGES: New format.

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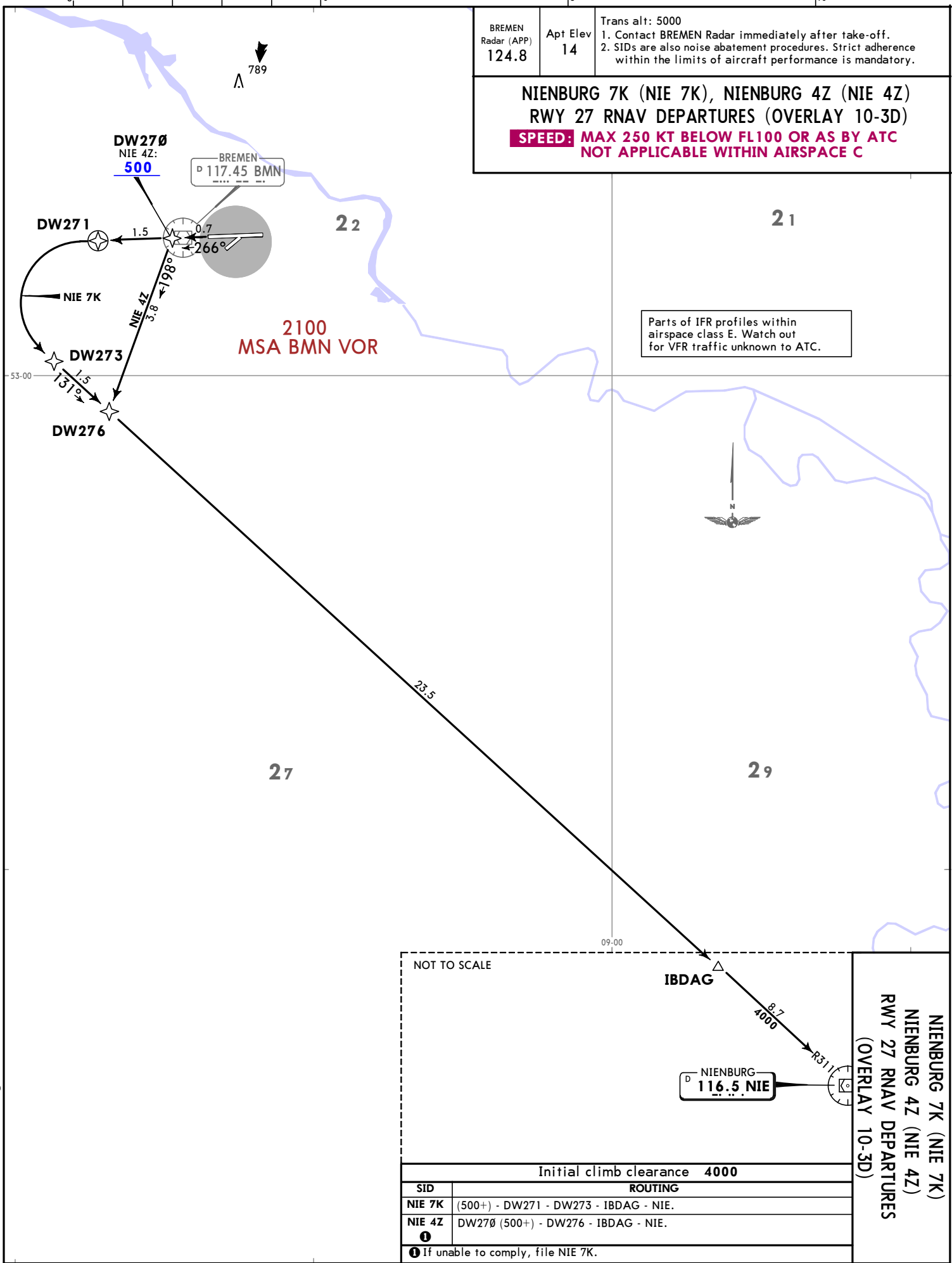
EDDW/BRE
BREMEN

JEPPesen
26 MAY 17 (0-312)

BREMEN, GERMANY
RNAV SID (OVERLAY)

CHANGES: Reissue.

EDDW/BRE
BREMEN

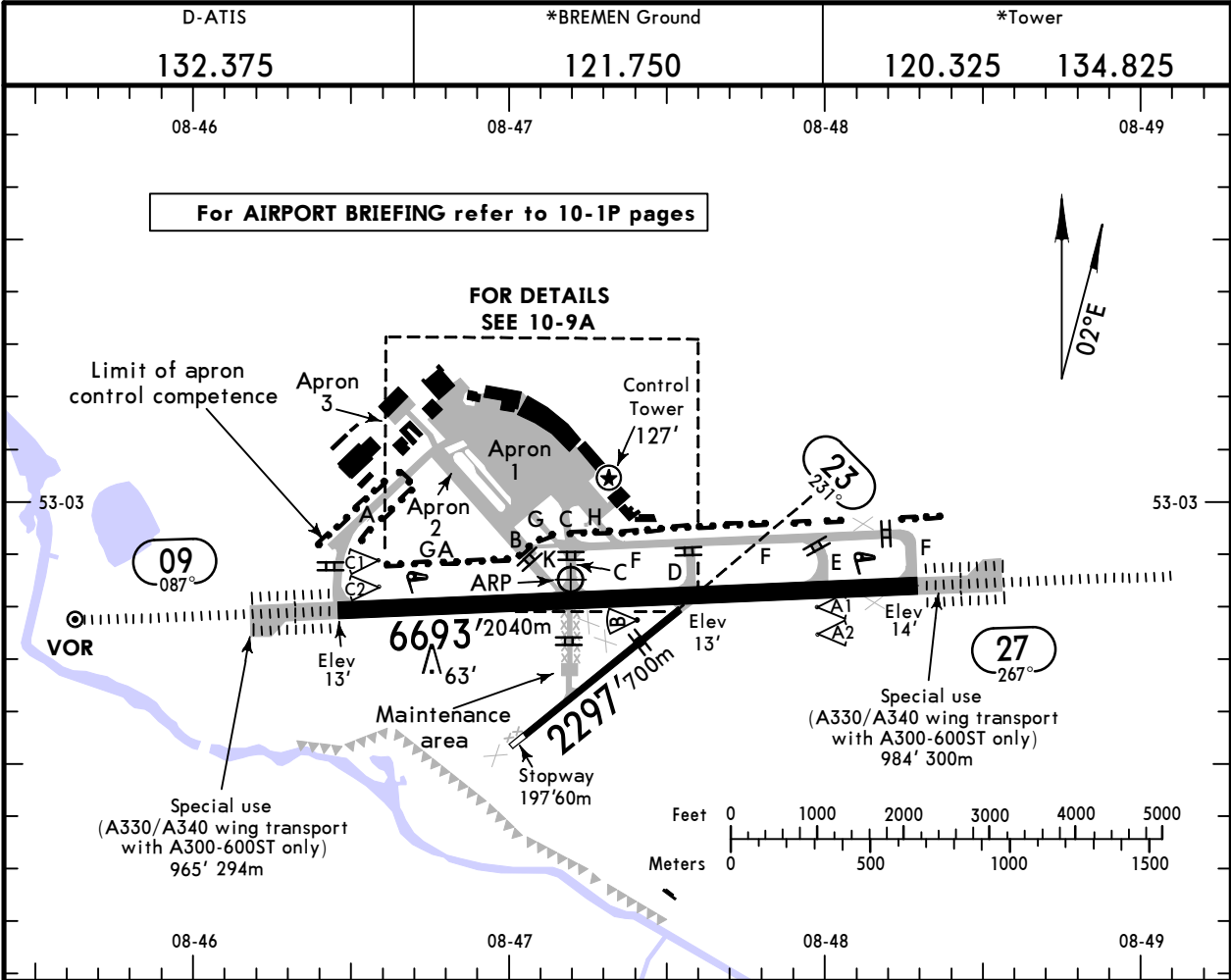


EDDW/BRE

Apt Elev 14'
N53 02.9 E008 47.2

JEPPESSEN
25 MAR 16 (10-9) Eff 31 Mar

BREMEN, GERMANY
BREMEN



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			Threshold	Glide Slope	
09	27	HIRL CL ① ALSF-II REIL TDZ PAPI-L (3.0°) RVR	6673' 2034m	5633' 1717m	②
				5728' 1746m	
					148' 45m

① spacing 15m, 47W, 10R & W, 10R

② TAKE-OFF RUN AVAILABLE

RWY 09:

From twy A int 6673' (2034m)
twy B/C int 3740' (1140m)
twy D int 2461' (750m)

RWY 27:

From twy F int 6673' (2034m)
twy E int 5282' (1610m)
twy D int 3839' (1170m)
twy B/C int 2461' (750m)

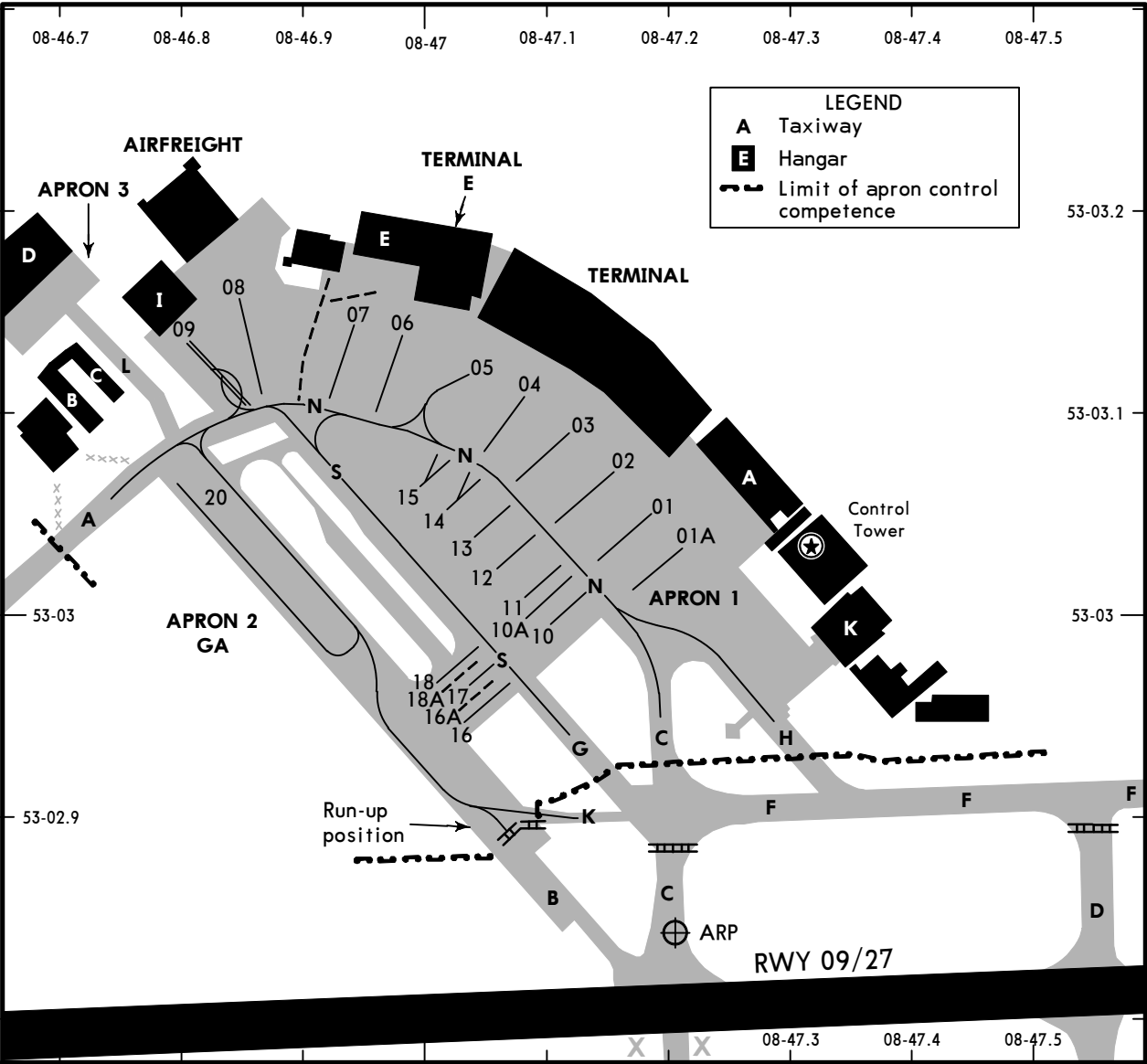
23		NA			75' 23m
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Standard TAKE-OFF ①					
LVP must be in force					
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.					

EDDW/BRE

JEPPESSEN
25 MAR 16 10-9A Eff 31 Mar

BREMEN, GERMANY
BREMEN



INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
01, 01A	N53 03.1	E008 47.2	09	N53 03.3	E008 47.1
02, 03	N53 03.2	E008 47.2	10 thru 13	N53 03.1	E008 47.1
04	N53 03.2	E008 47.1	14, 15	N53 03.2	E008 47.0
05, 06	N53 03.2	E008 47.0	16 thru 18A	N53 03.0	E008 47.0
07	N53 03.2	E008 46.9	20	N53 03.1	E008 46.9
08	N53 03.3	E008 46.8			

EDDW/BRE

 **JEPPesen**

17 MAR 17

10-9Y

Eff 30 Mar

JAA COPTER MINIMUMS

BREMEN, GERMANY

BREMEN

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	CAT 2 ILS	113' (100')	RA 100' - 300m
	ILS	213' (200')	500m / 1000m
	LOC	470' (457')	1000m / 1000m
	RNP (LPV)	213' (200')	500m / 1000m
	RNP (LNAV/VNAV)	410' (397')	800m / 1000m
	RNP (LNAV)	410' (397')	800m / 1000m
	GLS	213' (200')	500m / 1000m
	VOR	550' (537')	1000m / 1000m
27	CAT 2 ILS	114' (100')	RA 100' - 300m
	ILS	214' (200')	500m / 1000m
	LOC	410' (396')	800m / 1000m
	RNP (LPV)	214' (200')	500m / 1000m
	RNP (LNAV/VNAV)	400' (386')	800m / 1000m
	RNP (LNAV)	400' (386')	800m / 1000m
	GLS	214' (200')	500m / 1000m
	VOR	480' (466')	1000m / 1000m

TAKE-OFF RWY 09, 23, 27

LVP must be in Force ❶				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❷	800m

- ❶ Without LVP 400m are stipulated.
- ❷ Or rejected take-off distance whichever is the greater.

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BREMEN

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25 MAR 16

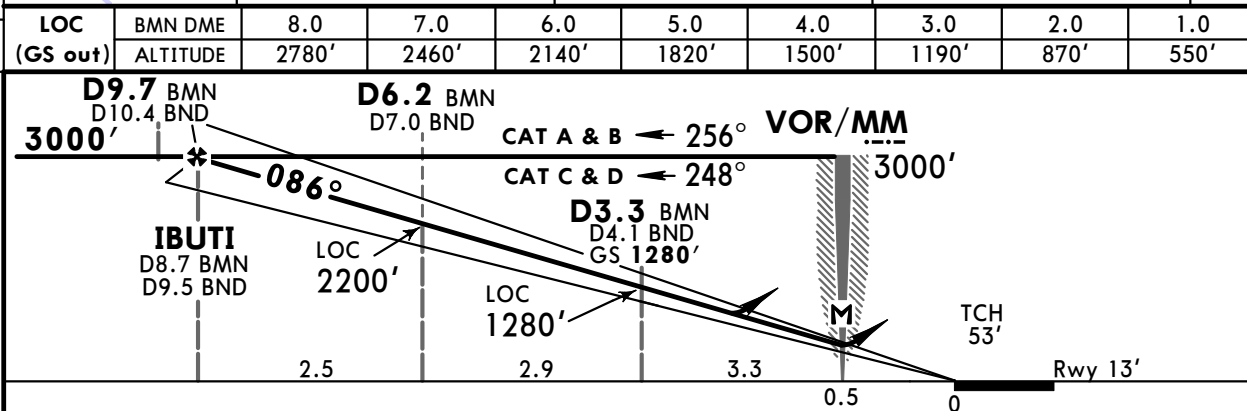
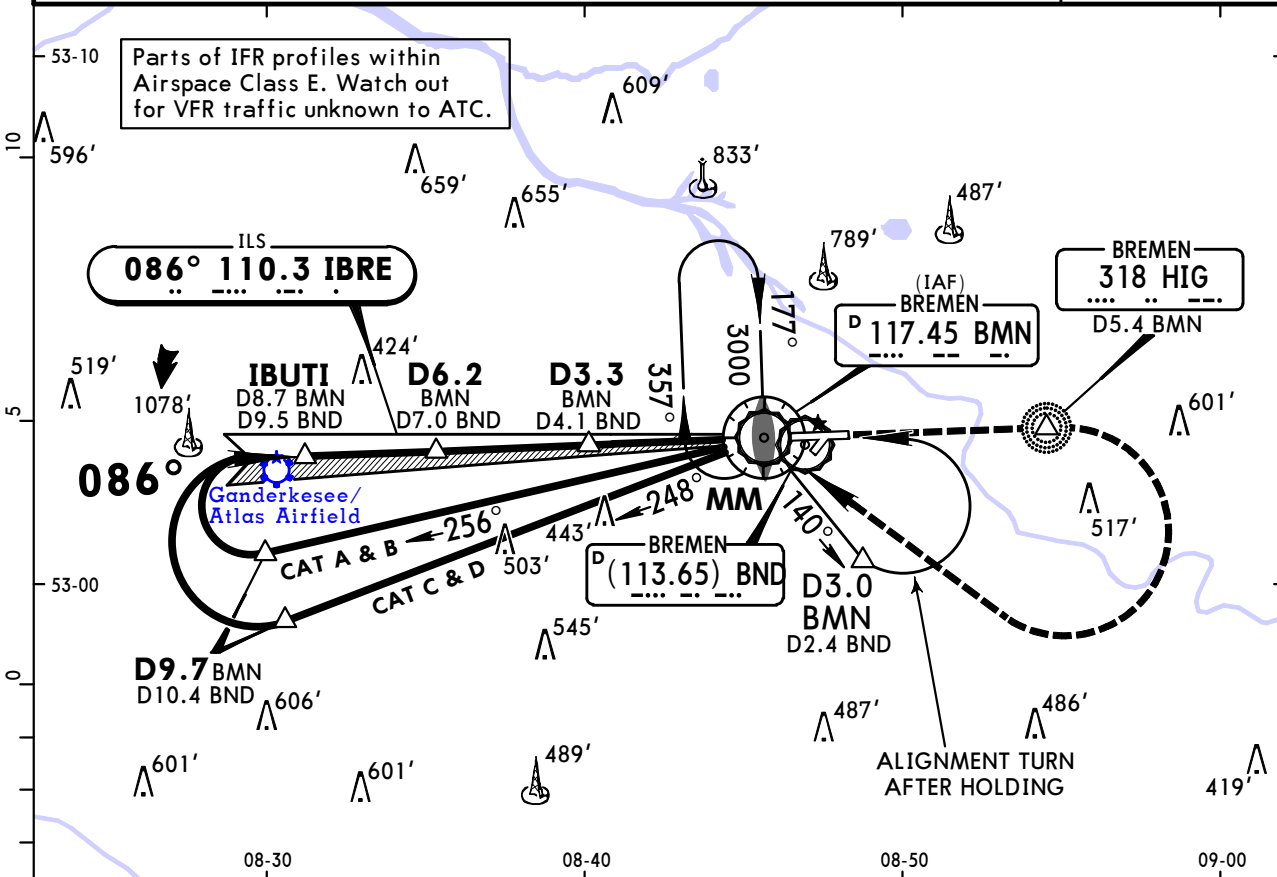
11-1

Eff 31 Mar

BREMEN, GERMANY
ILS or LOC Rwy 09

BRIEFING STRIP™

D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground	
132.375		124.8		120.325 134.825		121.750	
LOC IBRE 110.3	Final Apch Crs 086°	GS D3.3 BMN 1280' (1267')	ILS DA(H) 213' (200')	Apt Elev 14' Rwy 13'		2100' MSA BMN VOR	
MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN DME), then turn RIGHT to VOR climbing to 3000'.							
Alt Set: hPa(IN on req) DME required.		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	HIG 318 ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR/MM								

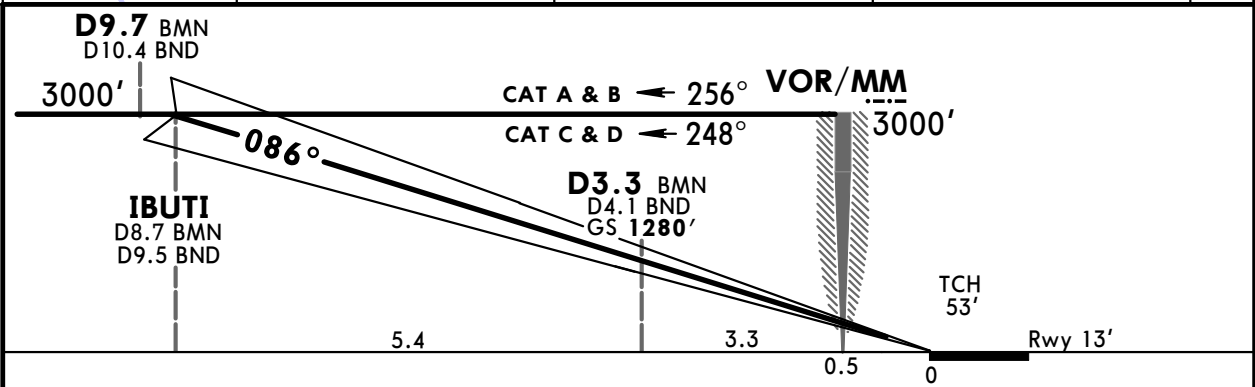
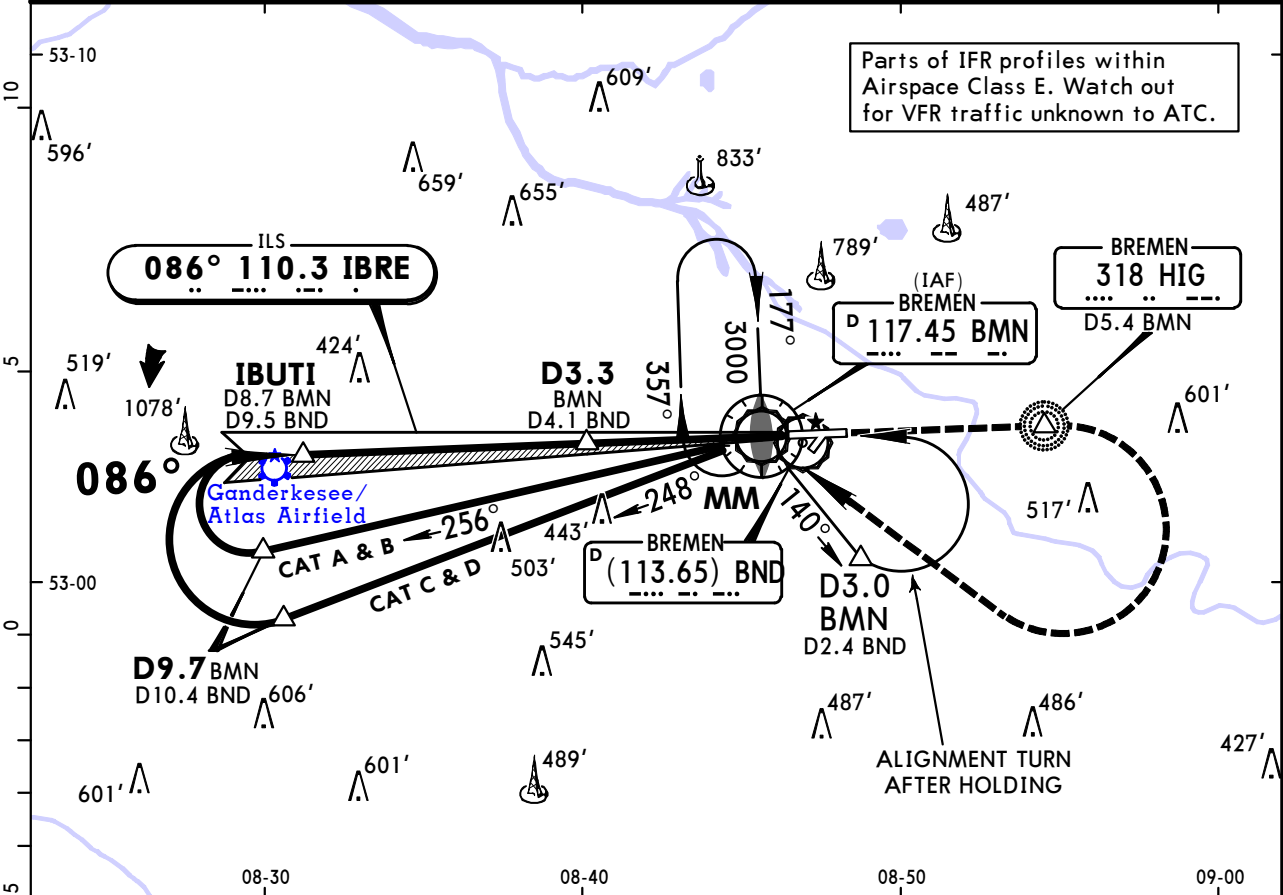
STRAIGHT-IN LANDING RWY 09					LOC (GS out)	
ILS					DA(H) 470' (457')	
DA(H) 213' (200')						
FULL		Limited		ALS out	ALS out	
A					RVR 1500m	
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m		
D					CMV 2100m	

EDDW/BRE
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JEPPESSEN
25 MAR 16
Eff 31 Mar 11-1A

BREMEN, GERMANY
CAT II/III ILS Rwy 09

D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground	
132.375		124.8		120.325 134.825		121.750	
LOC IBRE 110.3	Final Apch Crs 086°	GS D3.3 BMN 1280' (1267')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 14' Rwy 13'		2100' MSA BMN VOR
MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN DME), then turn RIGHT to VOR climbing to 3000'.							
Alt Set: hPa(IN on req)		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	HIG 318 ↑
Descent Angle 3.00°	372	478	531	637	743	849		

Standard		STRAIGHT-IN LANDING RWY 09	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 113'(100')	
RVR 200m		RVR 300m 1	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications. Procedure.

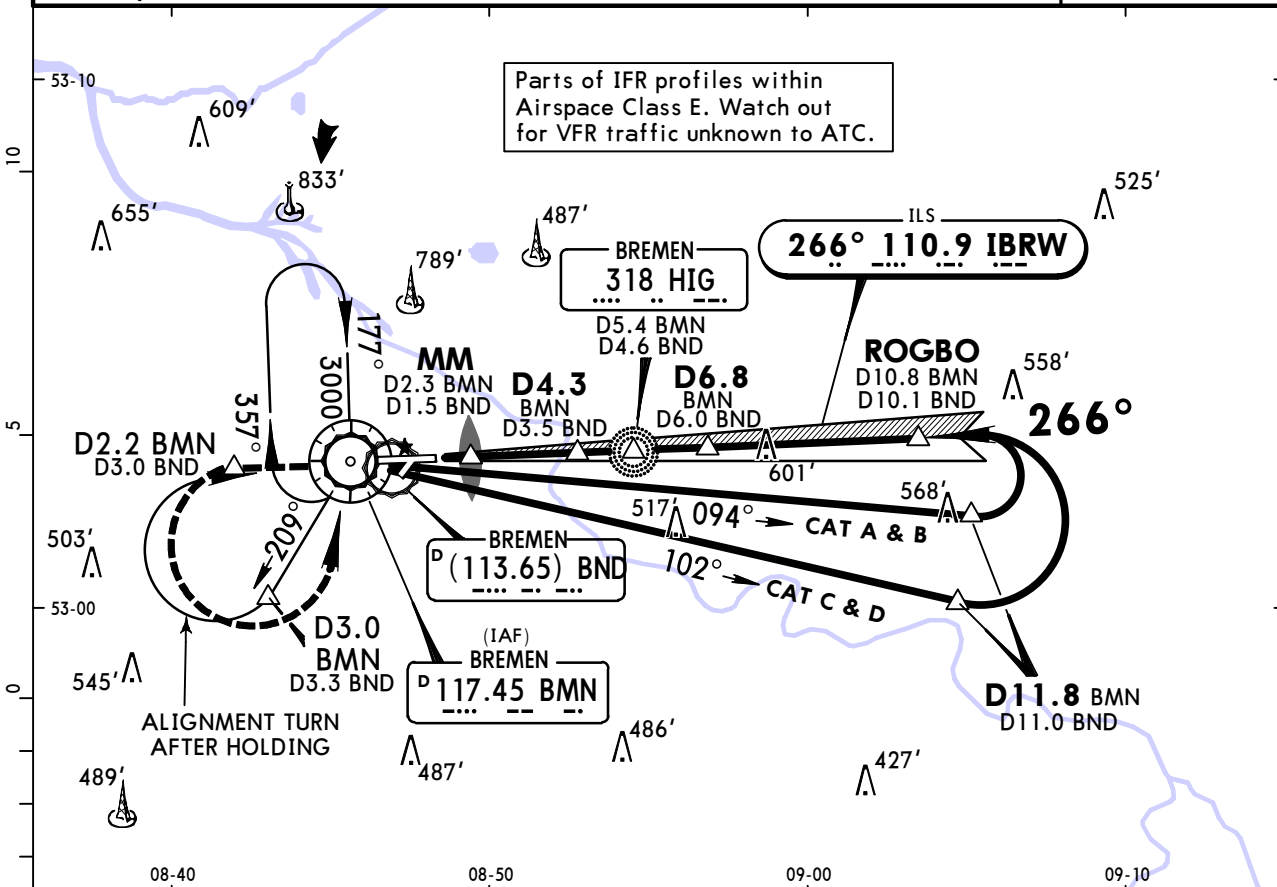
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BREMEN

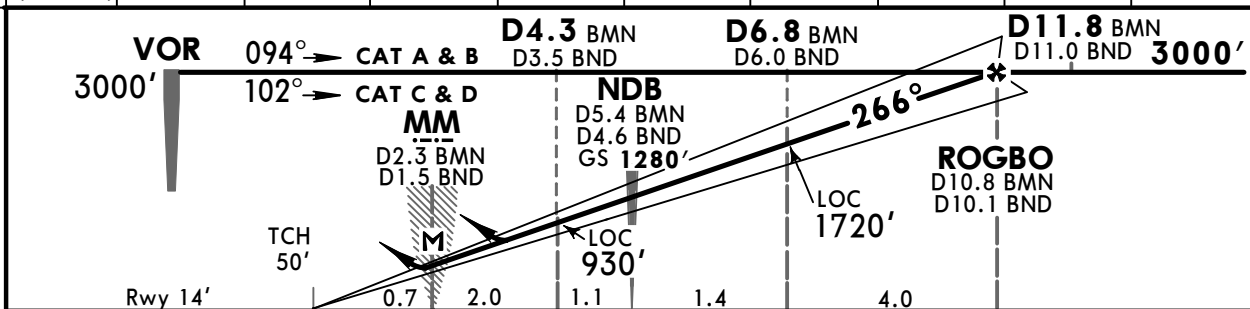
JEPPESSEN
25 MAR 16 **(11-2)** Eff 31 Mar

BREMEN, GERMANY
ILS or LOC Rwy 27

BRIEFING STRIP TM	D-ATIS 132.375		BREMEN Radar (APP) 124.8		*BREMEN Tower 120.325 134.825		*Ground 121.750	
	LOC IBRW 110.9	Final Apch Crs 266°	GS NDB 1280'(1266')	ILS DA(H) 214'(200')	Apt Elev 14' Rwy 14'		2100' MSA BMN VOR	
	MISSED APCH: Climb STRAIGHT AHEAD to D2.2 BMN/D3.0 BND, then turn LEFT to VOR climbing to 3000'.							
	Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000' DME required.							



LOC (GS out)	BMN DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	510'	830'	1150'	1470'	1790'	2110'	2430'	2740'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.2 BMN ↑ or D3.0 BND
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM/D2.3 BMN/D1.5 BND								

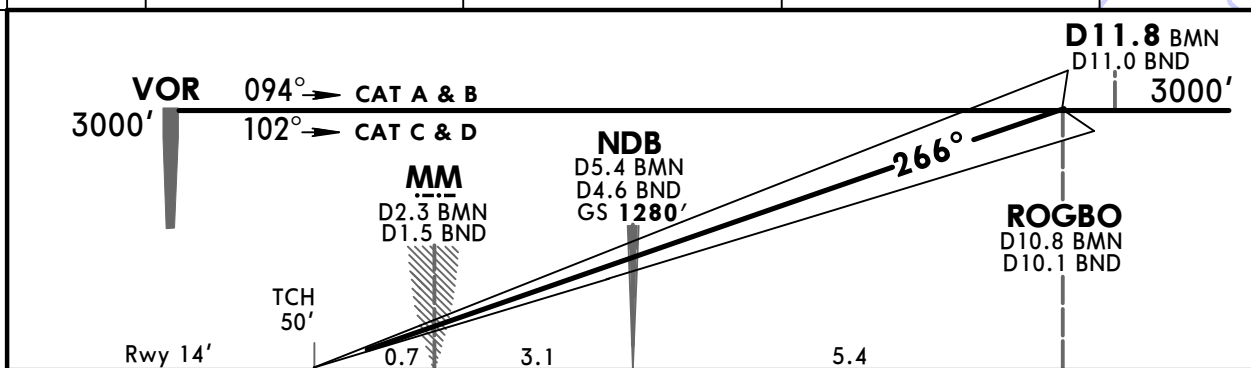
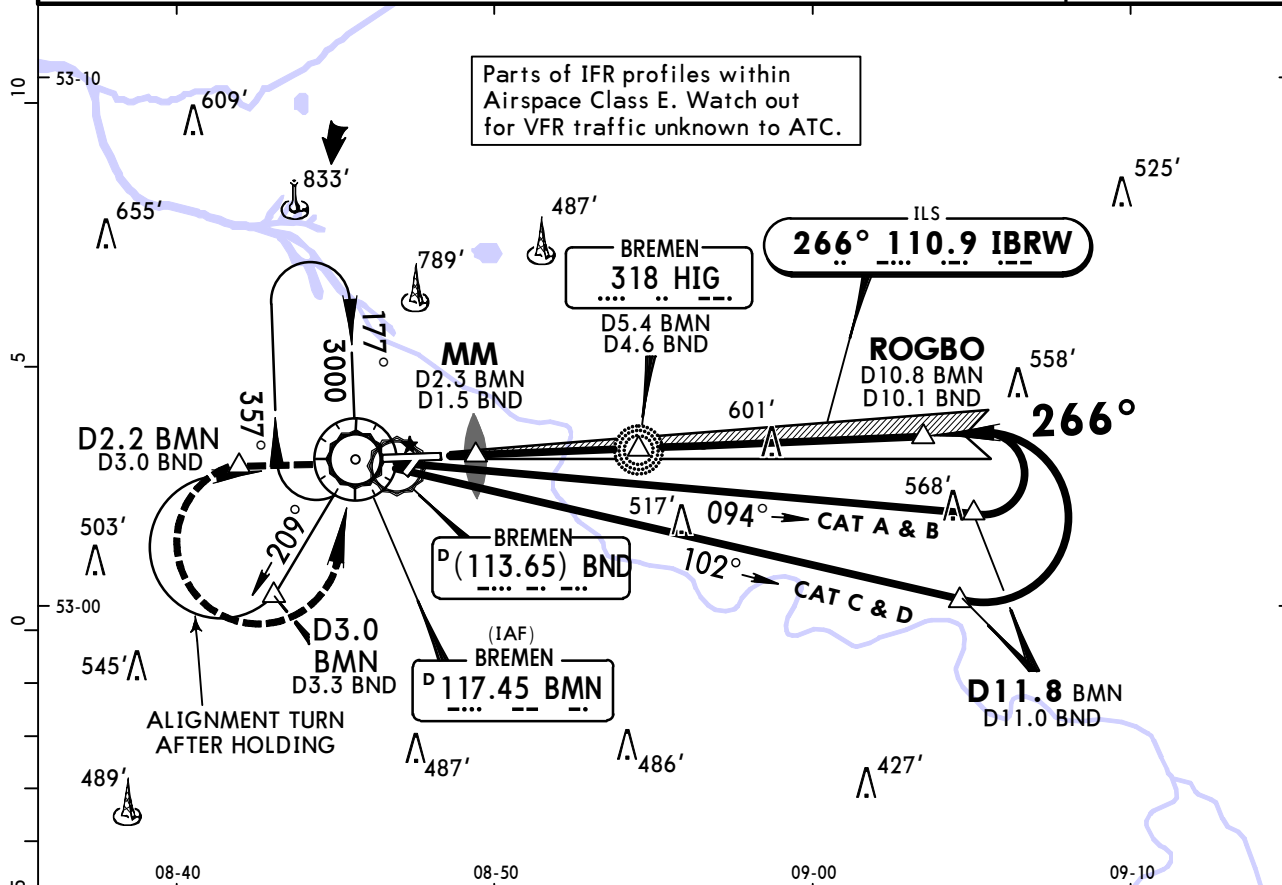
Standard					STRAIGHT-IN LANDING RWY 27				
ILS					LOC (GS out)				
DA(H) 214' (200')					DA(H) 410' (396')				
FULL		Limited		ALS out			ALS out		
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1500m		
B							RVR 1800m		
C									
D									

EDDW/BRE
BREMEN

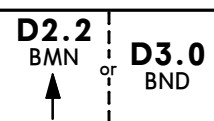
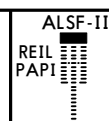
JEPPESSEN
25 MAR 16
Eff 31 Mar 11-2A

BREMEN, GERMANY
CAT II/III ILS Rwy 27

BRIEFING STRIP TM	D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground	
	132.375		124.8		120.325 134.825		121.750	
	LOC IBRW 110.9	Final Apch Crs 266°	GS NDB 1280' (1266')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 14' Rwy 14'		2100' MSA BMN VOR
	MISSED APCH: Climb STRAIGHT AHEAD to D2.2 BMN/D3.0 BND, then turn LEFT to VOR climbing to 3000'.							
	Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC 1. DME required. 2. Special Aircrew & Acft Certification Required.					Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



Standard		STRAIGHT-IN LANDING RWY 27	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 114'(100')	
RVR 200m		RVR 300m 1	

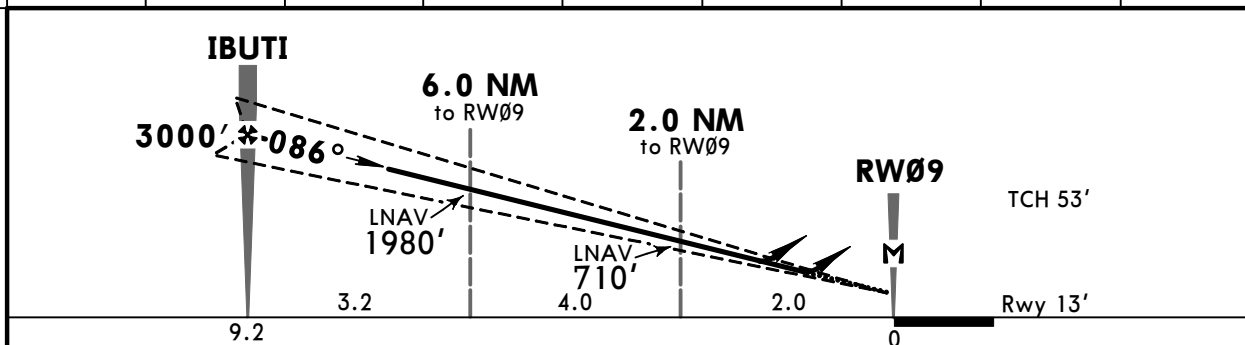
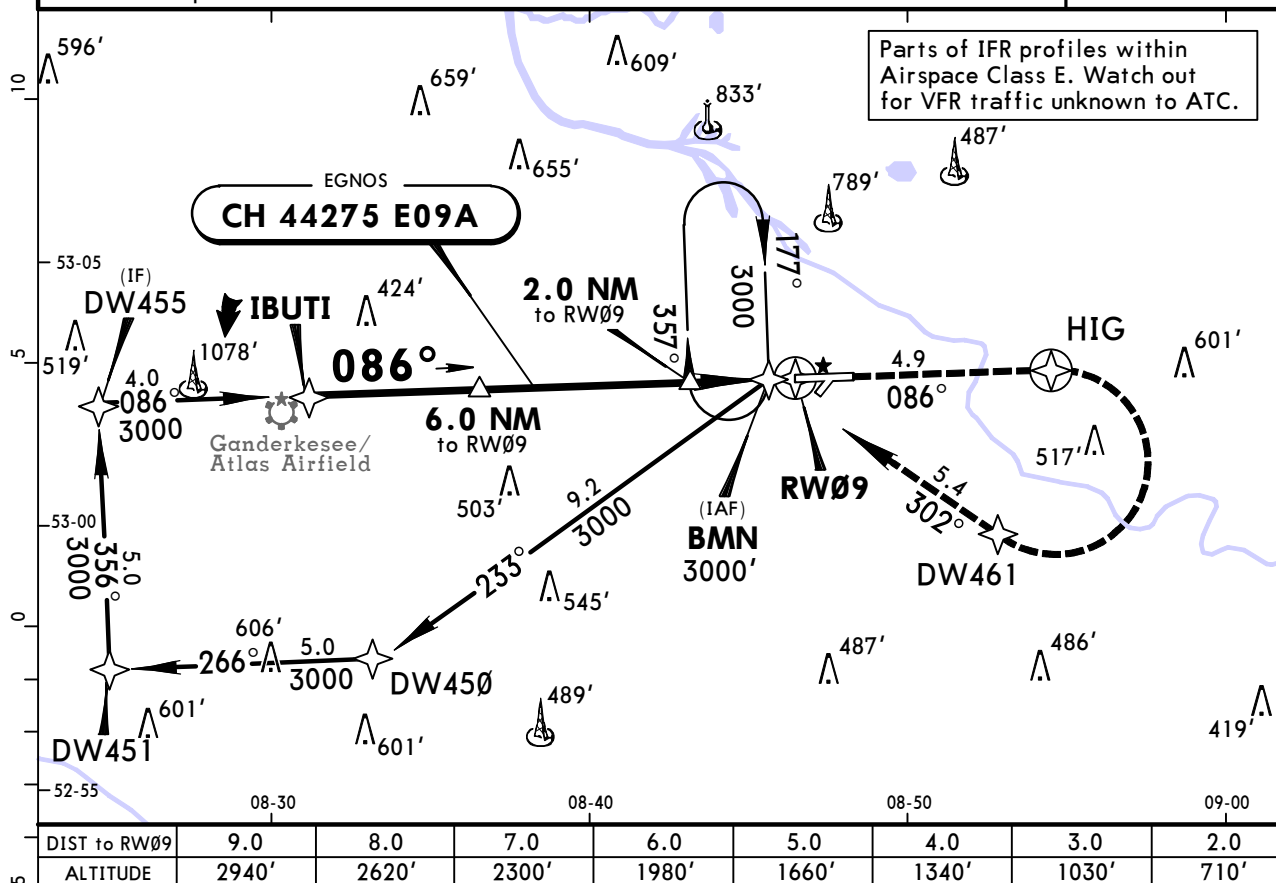
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EDDW/BRE
BREMEN

JEPPESSEN
8 DEC 17 **(12-1)**

BREMEN, GERMANY
RNP Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.375	124.8	120.325 134.825	121.750
EGNOS Ch 44275 E09A	Final Apch Crs 086°	Minimum Alt IBUTI 3000' (2987')	LPV DA(H) 213' (200')
Apt Elev 14' Rwy 13'			
MISSED APCH: Climb on 086° to HIG, then turn RIGHT direct to DW461 and then to BMN climbing to 3000'.			
Alt Set: hPa(IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Baro-VNAV operations not authorized below -15°C.			
2100' MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW09						

Standard						
LPV			STRAIGHT-IN LANDING RWY 09		LNAV CDFA	
DA(H) 213' (200')			DA(H) 410' (397')		DA/MDA(H) 410' (397')	
FULL	TDZ or CL out	ALS out	ALS out		ALS out	
A			RVR 1500m		RVR 1500m	
B	RVR 550m	RVR 550m	RVR 1100m		RVR 1800m	
C			RVR 1800m			
D						

IW/o HUD/AP/FD: RVR 750m

CHANGES: None.

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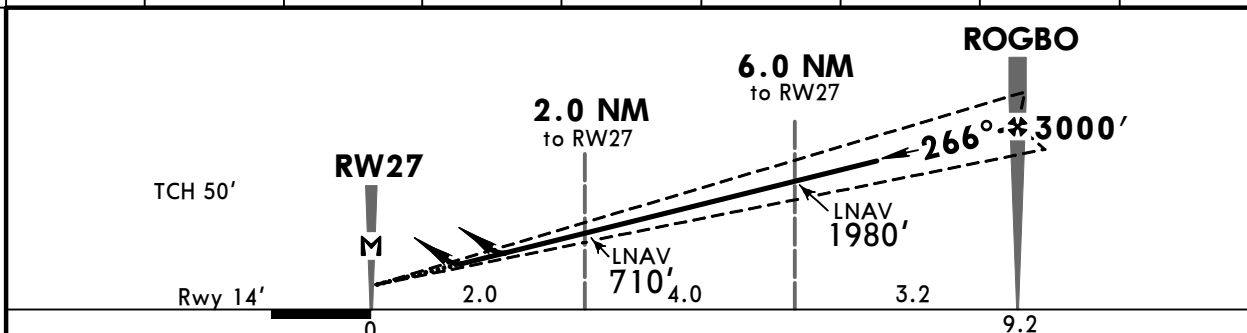
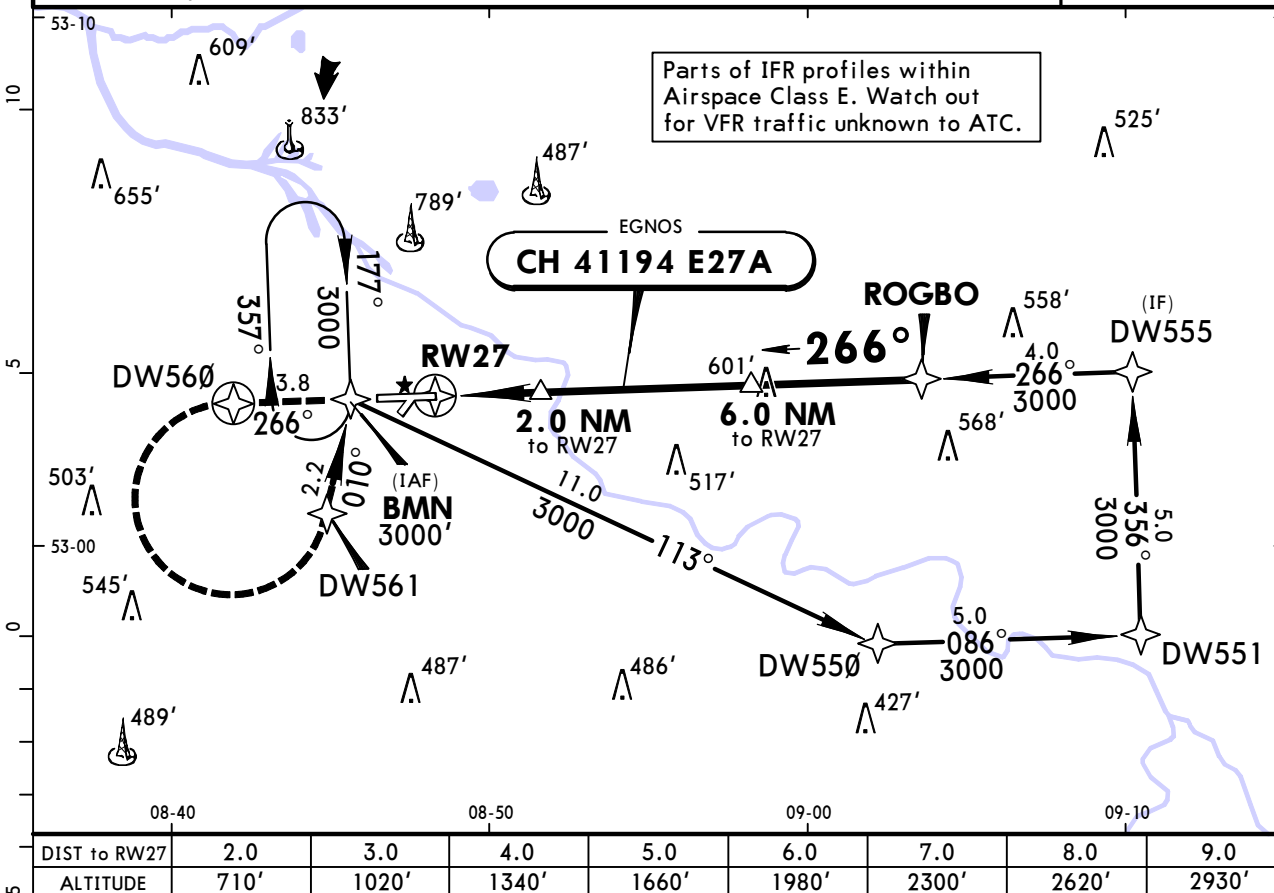
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JEPPESSEN
8 DEC 17 (12-2)

BREMEN, GERMANY
RNP Rwy 27

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground
132.375		124.8		120.325	134.825	121.750
EGNOS Ch 41194 E27A	Final ApcH Crs 266°	Minimum Alt ROGBO 3000' (2986')	LPV DA(H) 214' (200')	Apt Elev 14'	Rwy 14'	2100' MSA ARP
MISSED APCH: Climb on 266° to DW560, then turn LEFT direct to DW561 and then to BMN climbing to 3000'.						
Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000' Baro-VNAV operations not authorized below -15°C.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI		DW560 ↑ LT	
Descent Angle 3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27										

Standard LPV			STRAIGHT-IN LANDING RWY 27 LNAV/VNAV			LNAV CDFA	
DA(H) 214' (200')			DA(H) 400' (386')			DA/MDA(H) 400' (386')	
FULL	TDZ or CL out	ALS out		ALS out			ALS out
A							
B	RVR 550m	RVR 550m	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1100m	RVR 1500m
C							
D							

W/o HUD/AP/FD: RVR 750m

CHANGES: Minimums header.

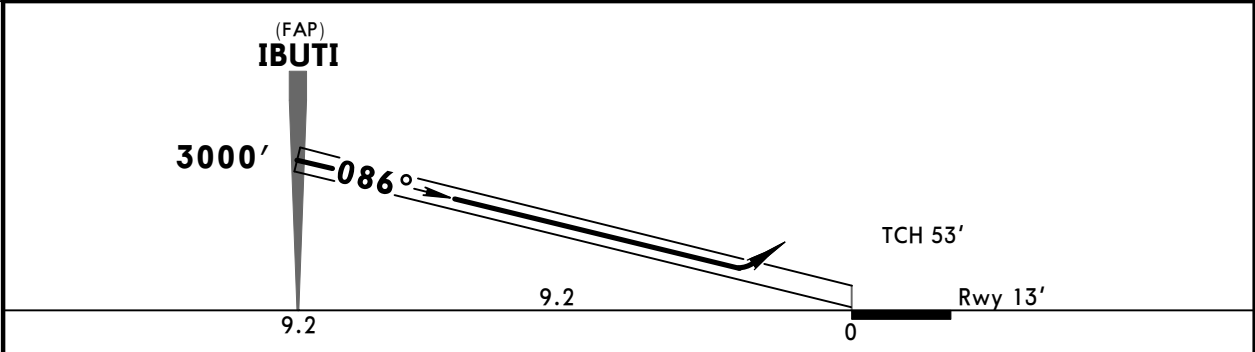
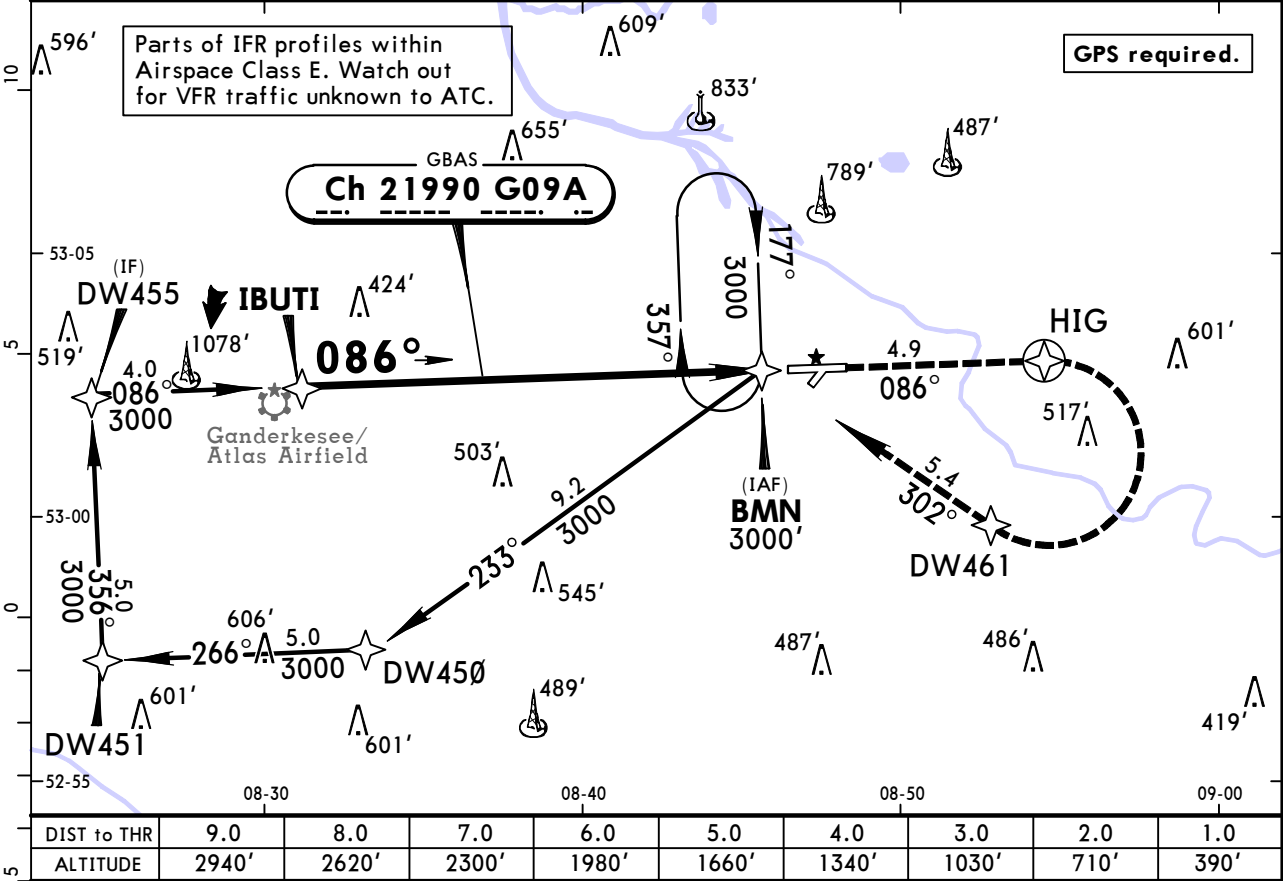
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BREMEN

JEPPESSEN
17 MAR 17 12-40 Eff 30 Mar

BREMEN, GERMANY
GLS Rwy 09

D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground
132.375		124.8		120.325	134.825	121.750
GBAS Ch 21990 G09A	Final Apch Crs 086°	Minimum Alt IBUTI 3000' (2987')	GLS DA(H) 213' (200')	Apt Elev 14' Rwy 13'	2100' MSA ARP	
MISSED APCH: Climb on 086° to HIG, then turn RIGHT direct to DW461 and then to BMN climbing to 3000'.						
Alt Set: hPa(IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Aircraft must be capable and certified for GLS CAT I approach operations.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	HIG ↑ on 086°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

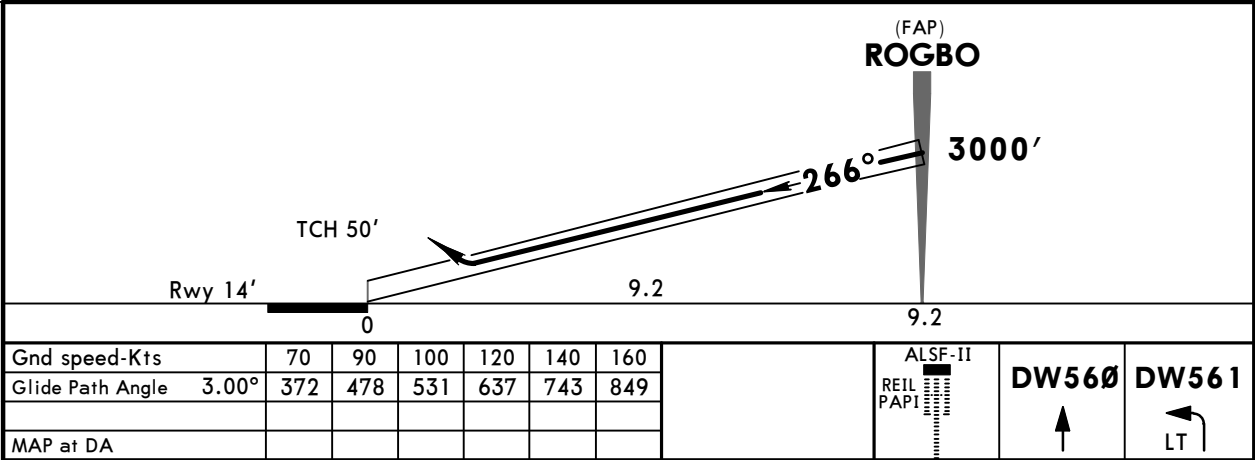
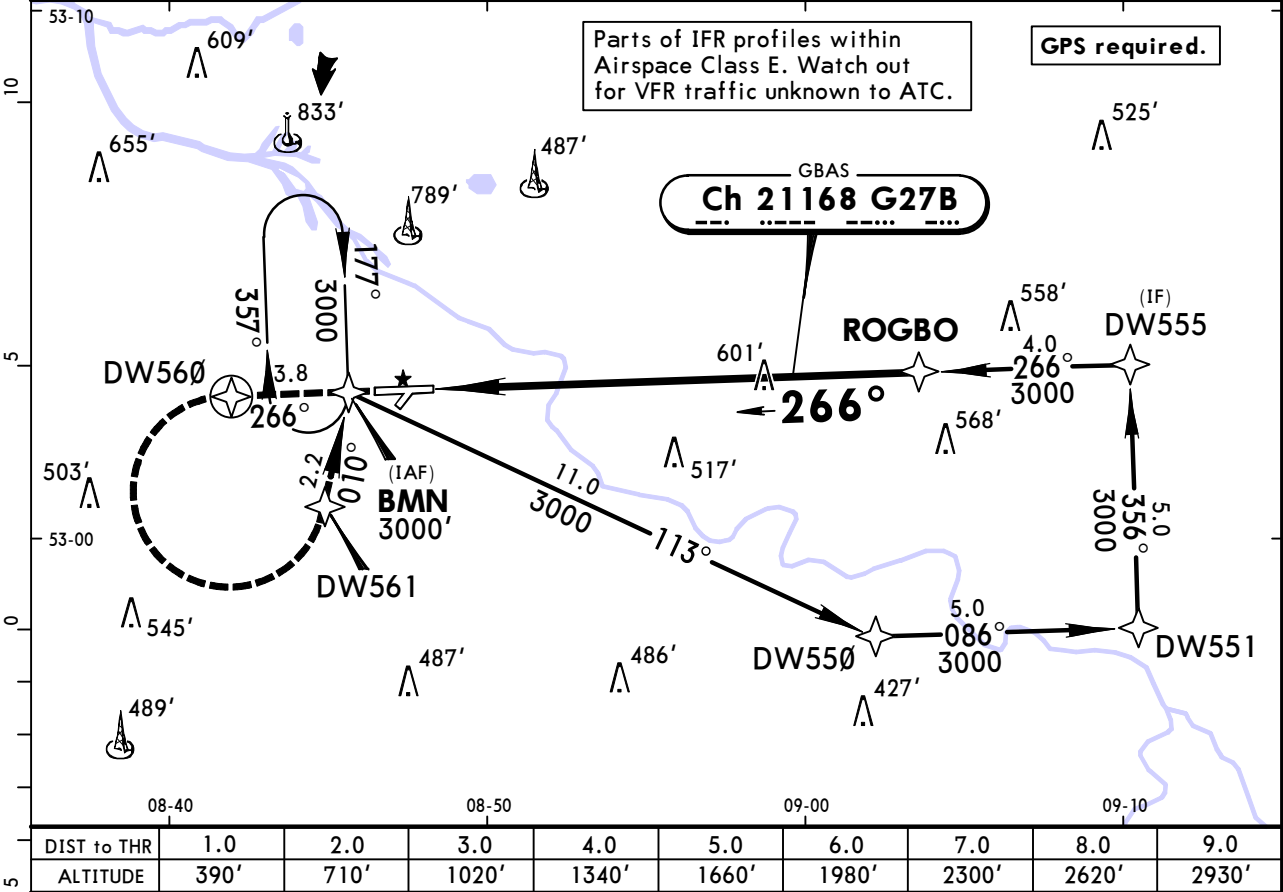
Standard		STRAIGHT-IN LANDING RWY 09		
		GLS		
		DA(H) 213' (200')		
		FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	
B				
C				
D				
1 W/o HUD/AP/FD: RVR 750m				

EDDW/BRE
BREMEN

JEPPESSEN
17 MAR 17 12-41 Eff 30 Mar

BREMEN, GERMANY
GLS Rwy 27

D-ATIS		BREMEN Radar (APP)		*BREMEN Tower		*Ground
132.375		124.8		120.325	134.825	121.750
GBAS Ch 21168 G27B	Final Apch Crs 266°	Minimum Alt ROGBO 3000' (2986')	GLS DA(H) 214' (200')	Apt Elev 14' Rwy 14'	2100' MSA ARP	
MISSED APCH: Climb on 266° to DW560, then turn LEFT direct to DW561 and then to BMN climbing to 3000'.						
Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000' Aircraft must be capable and certified for GLS CAT I approach operations.						



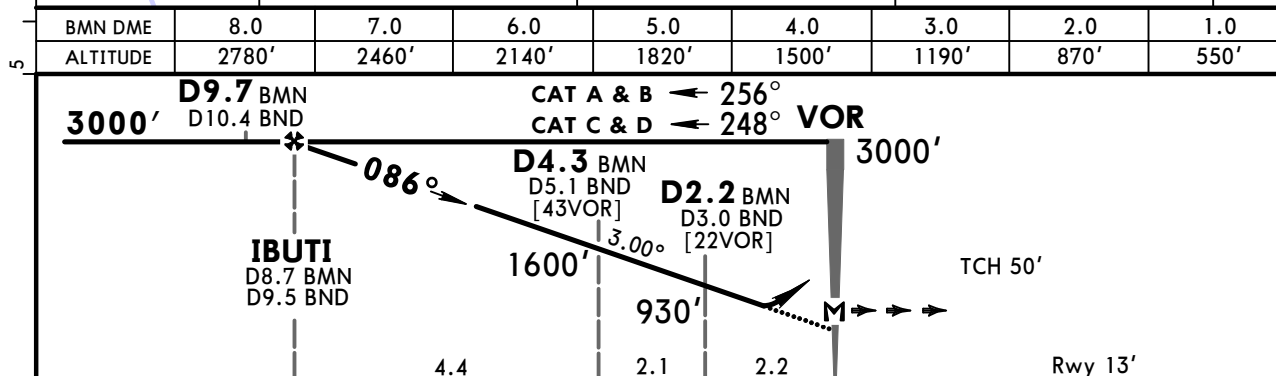
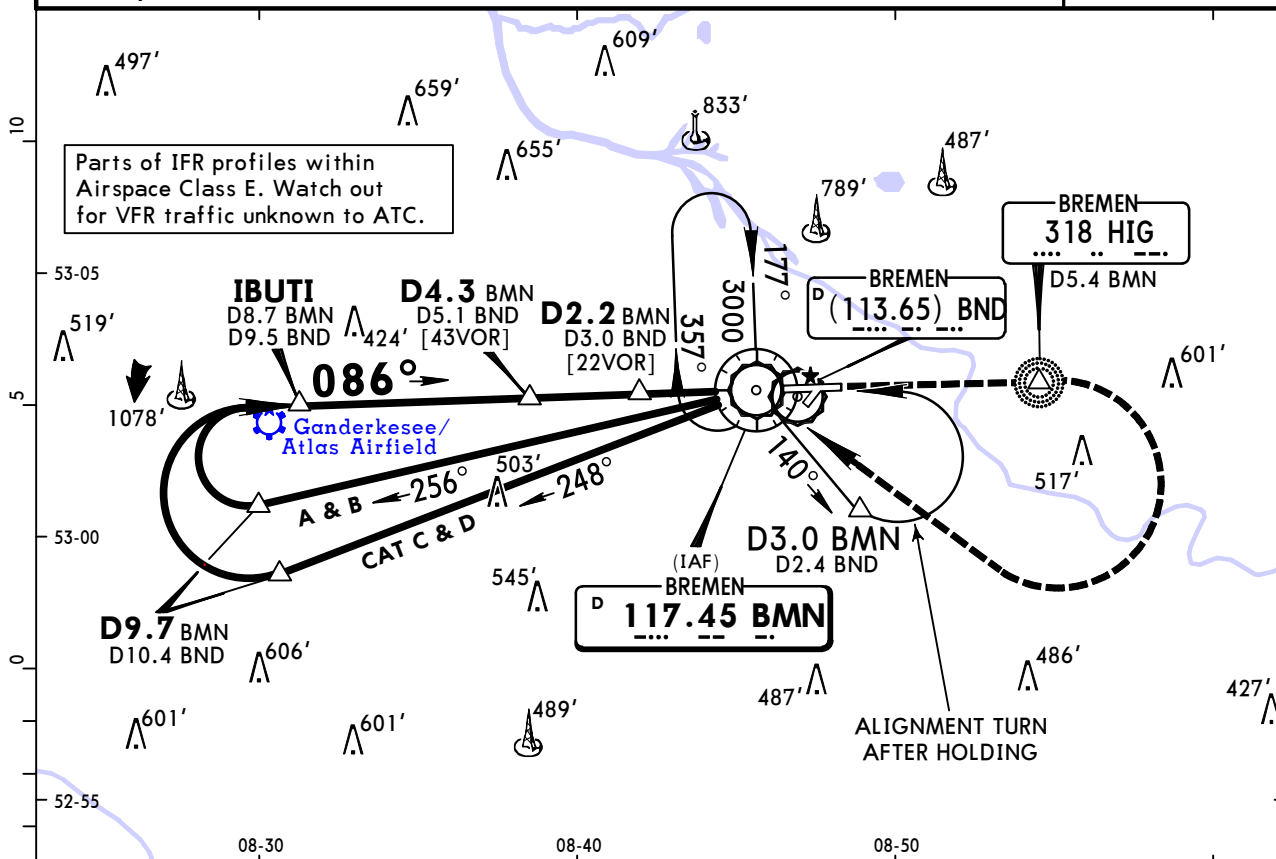
Standard		STRAIGHT-IN LANDING RWY 27		
GLS				
DA(H) 214' (200')				
FULL		TDZ or CL out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	
B				
C				
D				
1 W/o HUD/AP/FD: RVR 750m				

EDDW/BRE
BREMEN

JEPPESEN
25 MAR 16 (13-1) Eff 31 Mar

BREMEN, GERMANY
VOR Rwy 09

BRIEFING STRIP™	D-ATIS 132.375		BREMEN Radar (APP) 124.8		*BREMEN Tower 120.325 134.825		*Ground 121.750	
	VOR BMN 117.45	Final Apch Crs 086°	Minimum Alt IBUTI 3000' (2987')	DA(H) 490' (477')	Apt Elev 14' Rwy 13'	2100' MSA BMN VOR		
	MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN), then turn RIGHT to VOR climbing to 3000'.							
	Alt Set: hPa (IN on req) DME required.		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'			



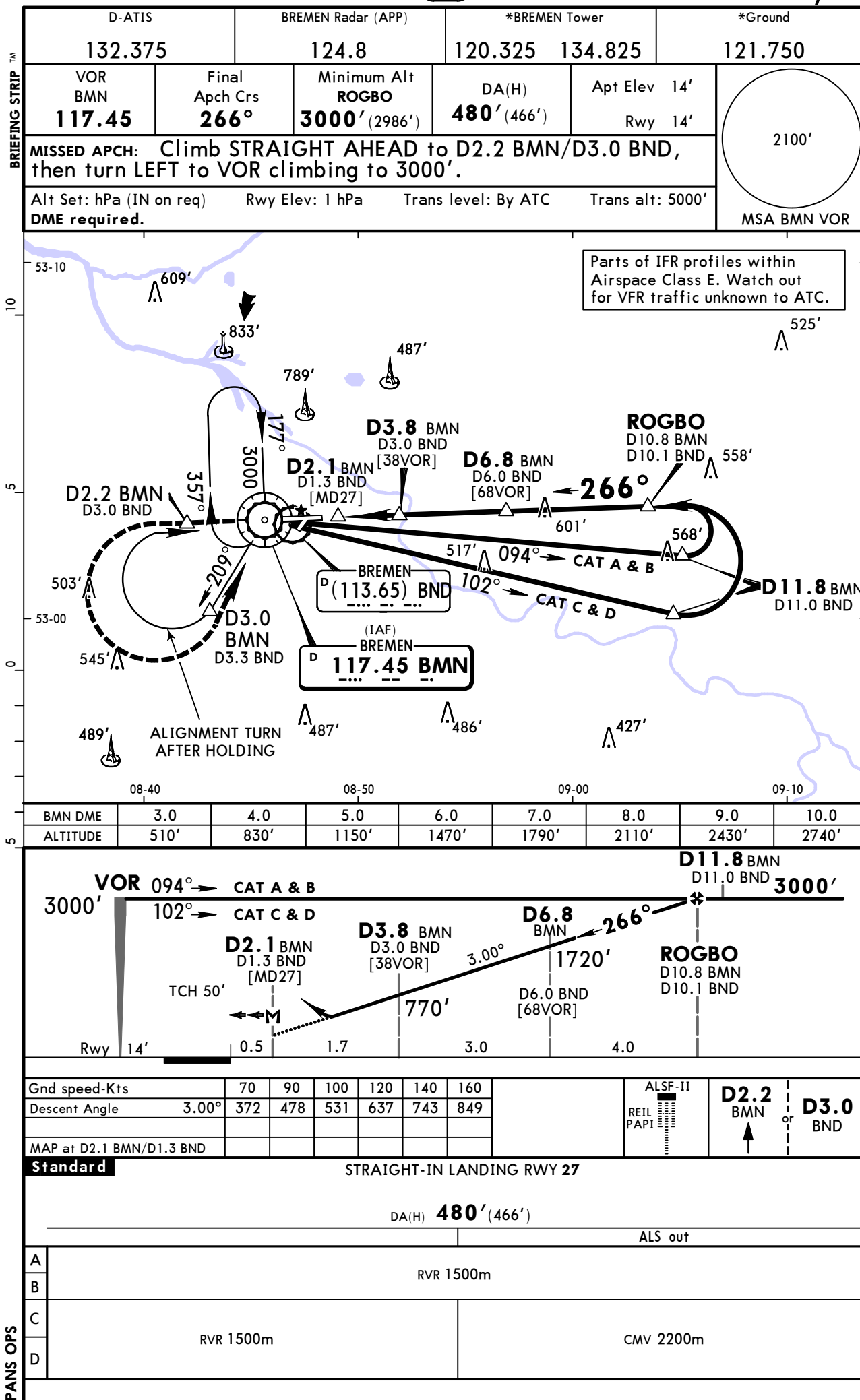
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	HIG 318 ↑
Descent Angle	3.00°	372	478	531	637	849		
MAP at VOR								

Standard		STRAIGHT-IN LANDING RWY 09	
		DA(H) 490' (477')	
			ALS out
A	RVR 1500m		
B			
C	RVR 1500m	CMV 2200m	
D			

EDDW/BRE
BREMEN

JEPPESEN
25 MAR 16 (13-2) Eff 31 Mar

BREMEN, GERMANY
VOR Rwy 27



TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDW

Chart Change Notices for Country DEU

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20170330

End Date: No end date

Location/airport name changed from Donauworth to Donauwoerth, Dusseldorf to Duesseldorf, Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Munster/Osnabruck to Muenster/Osnabrueck, Nurnberg to Nuernberg, Schonefeld to Schoenefeld, Schwabisch Hall to Schwaebisch Hall, Zweibrucken to Zweibruecken.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m