JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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: 0446 Z
Sunset: 1759 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: 132.380
Bremen Tower: 134.830 Secondary

Bremen Tower: 120.330
Bremen Ground: 121.755
Bremen Radar Radar: 124.800 RCO

1. GENERAL

1.1. ATIS

D-ATIS 132.380

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. LOCAL FLYING RESTRICTIONS

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

Exceptions:

- ACFT at least complying with ICAO Annex 16, Chapter 3, 4 and 14, 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, 4 and 14, between 0600-0700LT;
- ACFT operated in the NIGHT airmail service of Deutsche Post AG;
- ACFT using Bremen APT as emergency and alternate APT for meteorological, technical or other safety reasons (emergency and safety landing);
- 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.

Take-off and landing clearances issued by DFS during NIGHT flight restrictions do not include the required exemption from the locally responsible aviation authority.

1.2.2. REVERSE THRUST

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

1.2.3. 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:

- Subsidiary RWY 23, south of the compensating area for all ACFT.

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. GENERAL

1.3. TAXI PROCEDURES

Northern ACFT stand taxilane N is available for ACFT with a wingspan of up to but not including 171'/52m. ACFT with a wingspan greater than 164'/50m require a Follow-me car except when vacating a stand. TWY G between TWY C and stand12 MAX wingspan 171'/52m.

Southern ACFT stand taxilane S is available for ACFT with a wingspan of up to but not including 118'/36m. ACFT with a wingspan greater than 108'/33m require a Follow-me car except when vacating a stand. TWY H MAX wingspan 118'/36m.

TWY L MAX wingspan 102'/31m.

TWY L and taxilane L are permitted for all ACFT MAX code letter B.

Taxilane R is permitted for ACFT MAX code letter B.

TWYs D and E may be used by ACFT MAX code letter C.

TWY F1 and TWY F2 are only permitted for Airbus factory traffic.

1.4. PARKING INFORMATION

On stands 01 thru 11 and 18 thru 19 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 20t AUW, landing on RWY 27, shall leave RWY via TWY A unless otherwise instructed.

3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

To receive push-back instructions from a nose-in position, pilots are requested to contact the driver of the tow tractor. This request shall only be made if the pilot is able to carry out the maneuver without delay. The driver of the tow tractor will carry out the push-back procedure as soon as he has received the necessary clearance from aerodrome control. The anti-collision lights may only be activated after the clearance has been issued or immediately prior to start-up operations. To avoid delays, the engines should be already started during push-back. When push-back has been successfully completed, readiness to taxi shall be reported to aerodrome control.

3.2. NOISE ABATEMENT PROCEDURES

For noise abatement reasons, the take-off procedure NADP 1 is recommended for all take-offs with jet ACFT.

Climb with a maximum gradient up to a level of 3000':

- Configure ACFT for high lift;
- Change take-off thrust to climb thrust at 1500'.

3.3. OTHER INFORMATION

3.3 .1. TAKE-OFF RWY 23

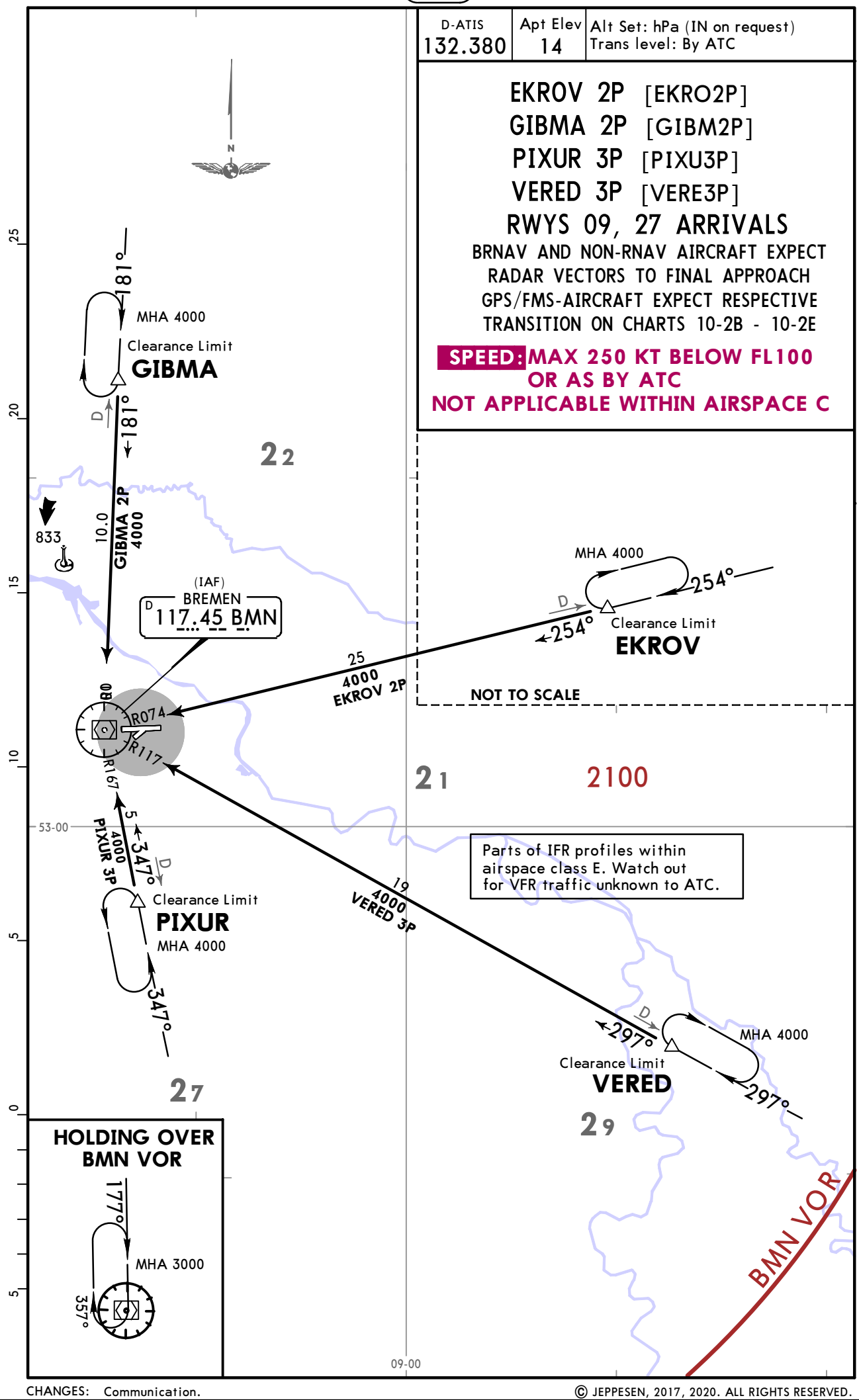
RWY 23 available for ACFT up to 5700kg MTOM for take-offs under VFR at DAY. ACFT up to 5700kg will be cleared by Ground to taxi to RWY 23 via intersection D (appropriate winds assumed). If necessary request departures from RWY 27 and/or via NOVEMBER.

D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
132.380	14	Trans level: By ATC

EKROV 2P [EKRO2P]
GIBMA 2P [GIBM2P]
PIXUR 3P [PIXU3P]
VERED 3P [VERE3P]
RWYS 09, 27 ARRIVALS

BRNAV AND NON-RNAV AIRCRAFT EXPECT RADAR VECTORS TO FINAL APPROACH GPS/FMS-AIRCRAFT EXPECT RESPECTIVE TRANSITION ON CHARTS 10-2B - 10-2E

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



CHANGES: Communication.

EDDW/BRE
BREMEN

JEPPESEN
30 OCT 20 | 10-2B | Eff 5 Nov

BREMEN, GERMANY
RNAV TRANSITION

EKROV Ø9 [EKRØ9]
GIBMA Ø9 [GIBØ9]
RWY 09 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

NOT TO SCALE

MHA 4000

Clearance Limit
EKROV

DW4Ø1
At 220 KT

DW4Ø2
GIBMA Ø9:
At 220 KT

DW4Ø3

DW4Ø4

DW4Ø5
At 220 KT

DW42Ø

DW455

IBUTI
MIN 170 KT
3000

Clearance Limit
GIBMA
(BMN R001/D10)

176° 5.0
4000
GIBMA Ø9

MHA 4000

BREMEN
117.45 BMN

2100
MSA BMN VOR

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

Apt Elev
14

D-ATIS
132.380

Alt Set: hPa (IN on request) Trans level: By ATC
1. GPS/FMS equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
4. Altitude assignments will be issued by ATC.

TRANSITION	ROUTING
EKROV Ø9	EKROV - DW401 (K220) - DW405 (K220) - DW420 - IBUTI (K170+; 3000+).
GIBMA Ø9	GIBMA - DW402 (K220) - DW405 (K220) - DW420 - IBUTI (K170+; 3000+).

CHANGES: Communication.

EKROV 27 [EKR27], GIBMA 27 [GIB27]
RWY 27 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC.

NOT APPLICABLE WITHIN AIRSPACE C.

D-ATIS 132.380

Apt Elev 14

Alt Set: hPa (IN on request) Trans level: By ATC
1. GPS/FMS equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
4. Altitude assignments will be issued by ATC.

BMN VOR

MHA 4000

Clearance Limit EKROV
At 220 KT

5.0
4000
EKROV 27
GIBMA 27

177°

DW520

DW521

DW522

DW555

DW500

DW501

DW499

(FAF) ROGBO
MIN 170 KT
3000

Clearance Limit GIBMA

MHA 4000

176°

5.0
4000
GIBMA 27

DW402
At 220 KT

BREMEN
117.45 BMN

2100

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

TRANSITION	ROUTING
EKROV 27	EKROV (K220) - DW520 - ROGBO (K170+; 3000+).
GIBMA 27	GIBMA - DW402 (K220) - EKROV (K220) - DW520 - ROGBO (K170+; 3000+).

CHANGES: Communication.

PIXUR Ø9 [PIXØ9]
VERED Ø9A [VEØ9A], VERED Ø9B [VEØ9B]
RWY 09 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

Alt Set: hPa (IN on request)
Trans level: By ATC
1. GPS/FMS equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
4. Altitude assignments will be issued by ATC.

Apt Elev 14

D-ATIS 132.380

DW401 At 220 KT
DW402
DW403
DW404
DW405 At 220 KT
DW410 PIXUR Ø9: At 220 KT
DW411
DW412 At 220 KT
DW420
DW455
DW4ØØ VERED Ø9B: At 220 KT
IBUTI MIN 170 KT 3000
PIXUR Clearance Limit
VERED Clearance Limit
BREMEN D 117.45 BMN
MHA 4000
BMN VOR
R167 D5
R117 D19
10.5 4000 VERED Ø9A
5.0 4000 176°
5.0 4000 356°
338° 4000 4.9
297°
347°
1078
2100

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

TRANSITION	ROUTING
PIXUR Ø9	PIXUR - DW410 (K220) - DW412 (K220) - DW420 - IBUTI (K170+; 3000+).
VERED Ø9A	VERED - DW401 (K220) - DW405 (K220) - DW420 - IBUTI (K170+; 3000+).
VERED Ø9B	VERED - DW400 (K220) - DW412 (K220) - DW420 - IBUTI (K170+; 3000+).

CHANGES: Communication.

PIXUR 27 [PIX27], VERED 27 [VER27]
RWY 27 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

Alt Set: hPa (IN on request) Trans level: By ATC
1. GPS/FMS equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
4. Altitude assignments will be issued by ATC.

Apt Elev 14

D-ATIS 132.380

BREMEN 117.45 BMN

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

DW520
DW521
DW522
DW555
ROGBO
MIN 170 KT
3000
DW509
DW510
At 220 KT
DW511
DW512
At 220 KT
4000
5.0
357°
762°
662°
003°
4.7
4000
VERED 27
MHA 4000
297°
357°
347°
080°
0004°
Clearance Limit
PIXUR
VERED
D19
R117
D5
R167
BMN VOR
2100
09-30
09-00
53-00

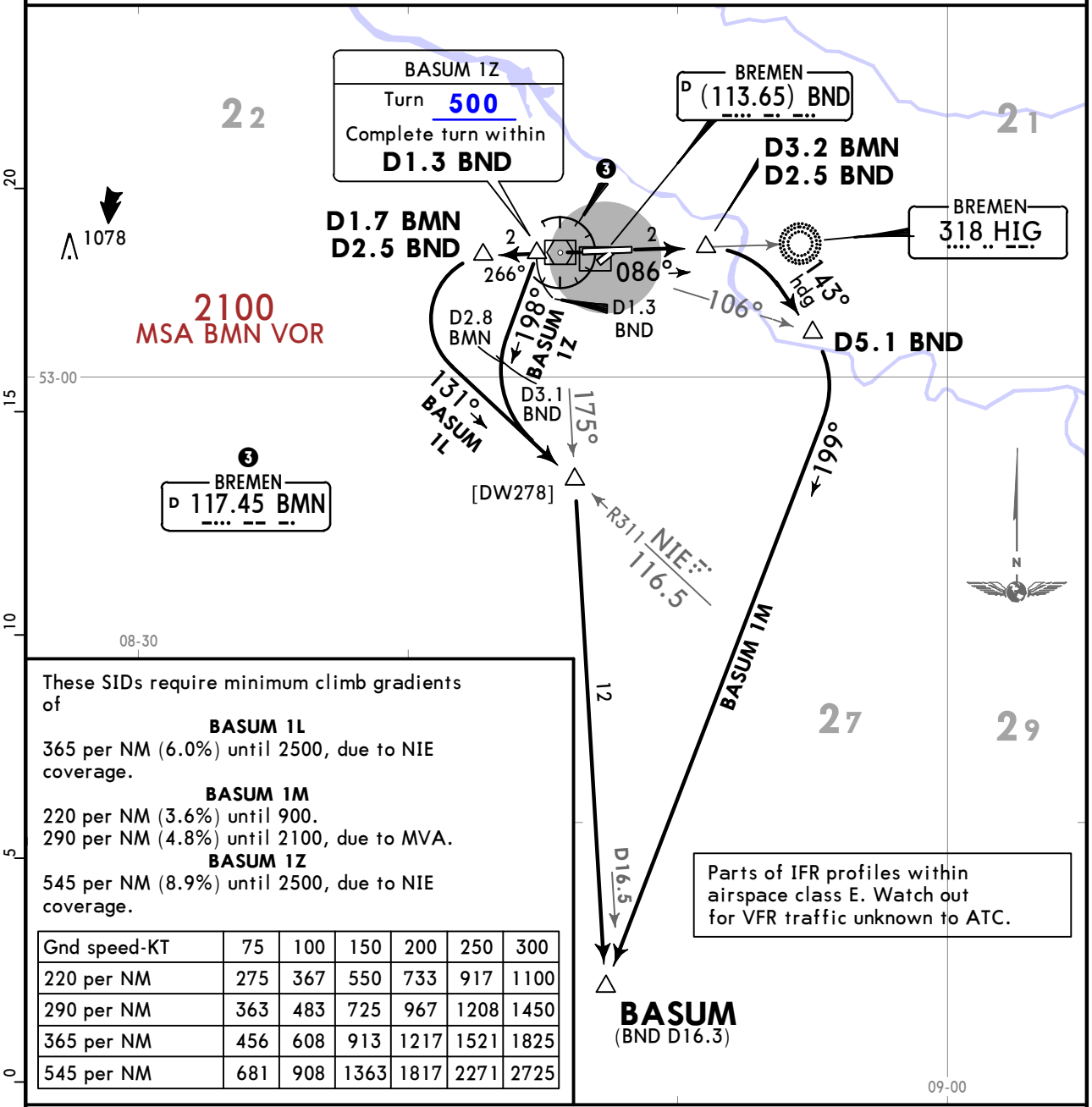
TRANSITION	ROUTING
PIXUR 27	PIXUR - DW510 (K220) - DW512 (K220) - DW520 - ROGBO (K170+; 3000+).
VERED 27	VERED - DW510 (K220) - DW512 (K220) - DW520 - ROGBO (K170+; 3000+).

CHANGES: Communication.

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: WARNING: Close-in obstacles.

BASUM 1L, BASUM 1M, BASUM 1Z DEPARTURES (RWYS 09, 27)

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



These SIDs require minimum climb gradients of

BASUM 1L

365 per NM (6.0%) until 2500, due to NIE coverage.

BASUM 1M

220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100, due to MVA.

BASUM 1Z

545 per NM (8.9%) until 2500, due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

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

Initial climb clearance **4000**

SID	RWY	ROUTING
BASUM 1L	**27**	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 1M ❶	**09**	Intercept 086° bearing towards HIG (BMN R086), at D3.2 BMN (D2.5 BND) turn RIGHT, 143° heading to D5.1 BND (BMN R106), turn RIGHT, 199° track to BASUM.
BASUM 1Z ❷	**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.

❶ After passing 2100 BRNAV equipment necessary. ❷ If unable to comply, file BASUM 1L.

CHANGES: SIDs reindexed & revised.

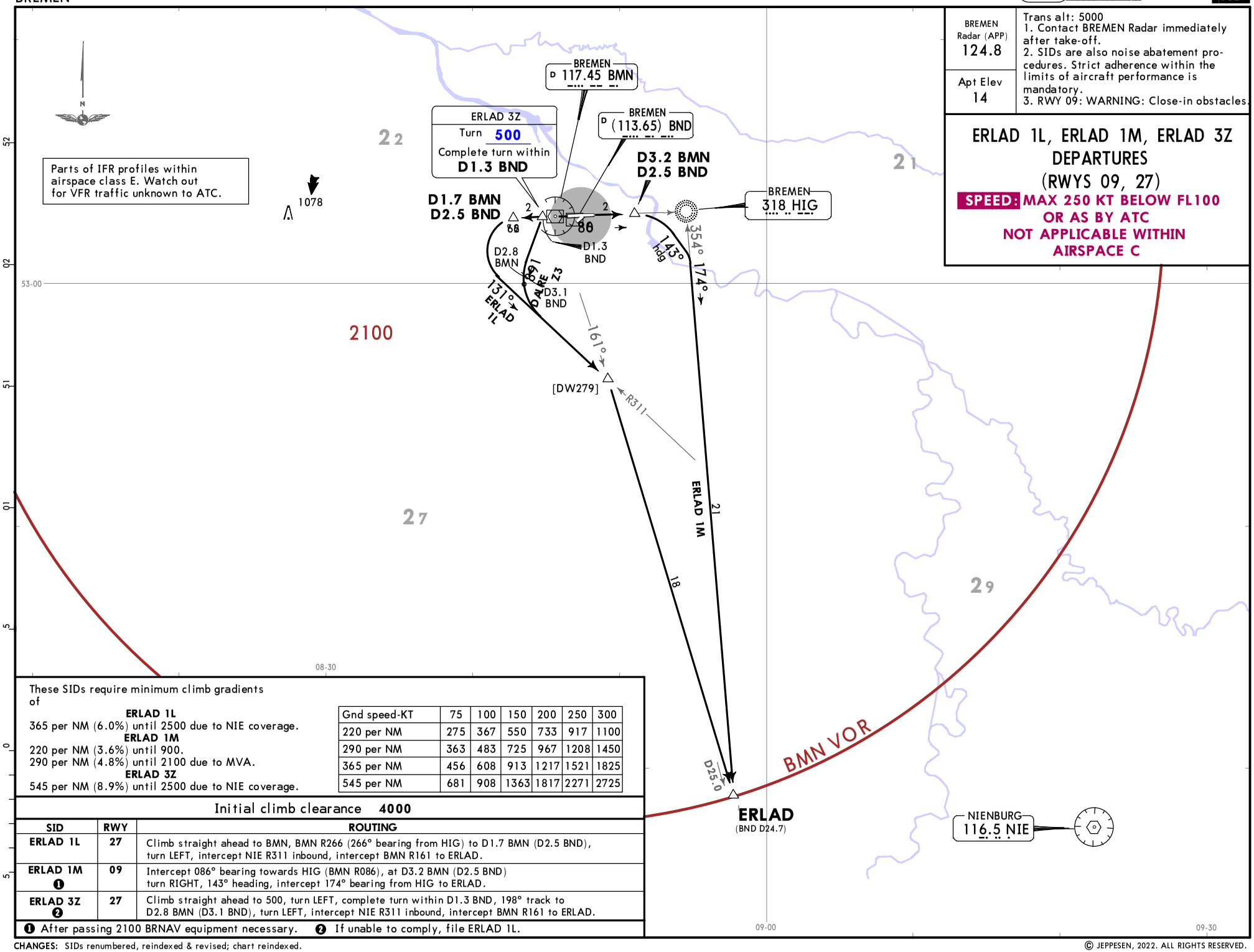
JEPPESEN BREMEN, GERMANY
13 MAY 22 10-3A Eff 19 May
SID

BREMEN Radar (APP) 124.8	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: WARNING: Close-in obstacles.
Apt Elev 14	

ERLAD 1L, ERLAD 1M, ERLAD 3Z DEPARTURES (RWYS 09, 27)

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

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



These SIDs require minimum climb gradients of

ERLAD 1L
365 per NM (6.0%) until 2500 due to NIE coverage.

ERLAD 1M
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100 due to MVA.

ERLAD 3Z
545 per NM (8.9%) until 2500 due to NIE coverage.

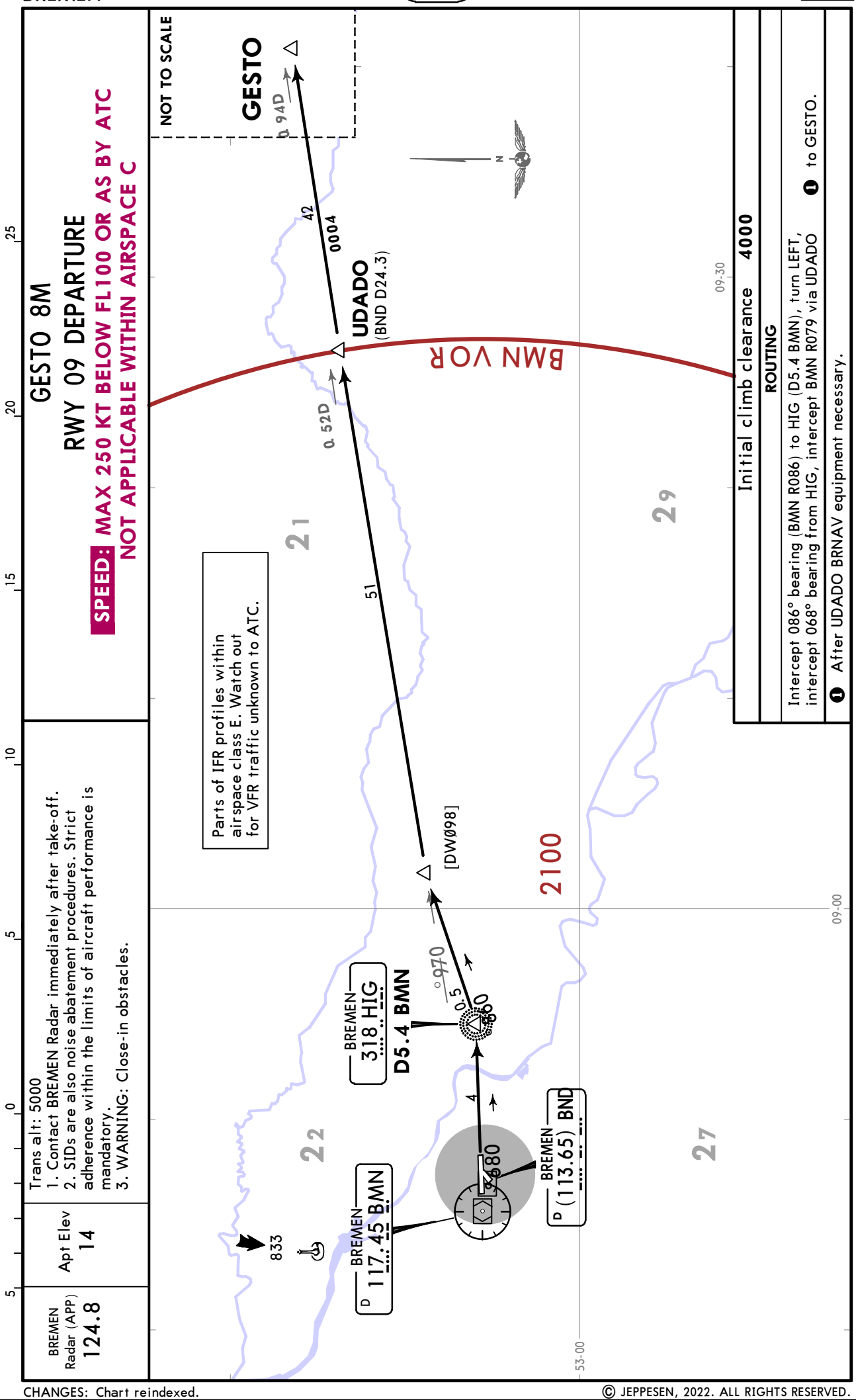
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

Initial climb clearance **4000**

SID	RWY	ROUTING
ERLAD 1L	27	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 R161 to ERLAD.
ERLAD 1M ❶	09	Intercept 086° bearing towards HIG (BMN R086), at D3.2 BMN (D2.5 BND) turn RIGHT, 143° heading, intercept 174° bearing from HIG to ERLAD.
ERLAD 3Z ❷	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 R161 to ERLAD.

❶ After passing 2100 BRNAV equipment necessary. ❷ If unable to comply, file ERLAD 1L.

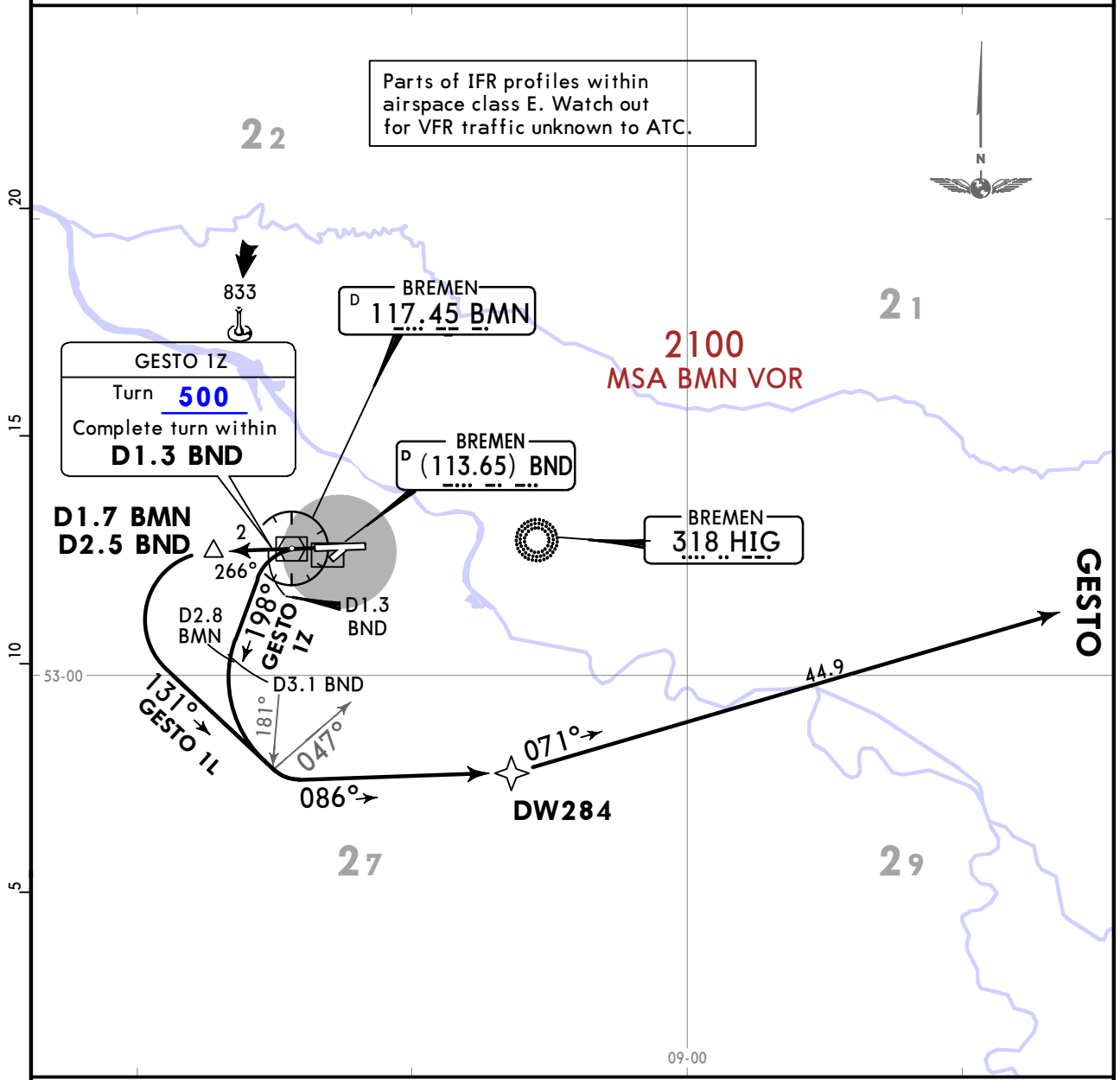
CHANGES: SIDs renumbered, reindexed & revised; chart reindexed.



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.

GESTO 1L, GESTO 1Z
DEPARTURES
(RWY 27)

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



GESTO 1Z
This SID requires a minimum climb gradient of
305 per NM (5.0%) until 2100 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **4000**

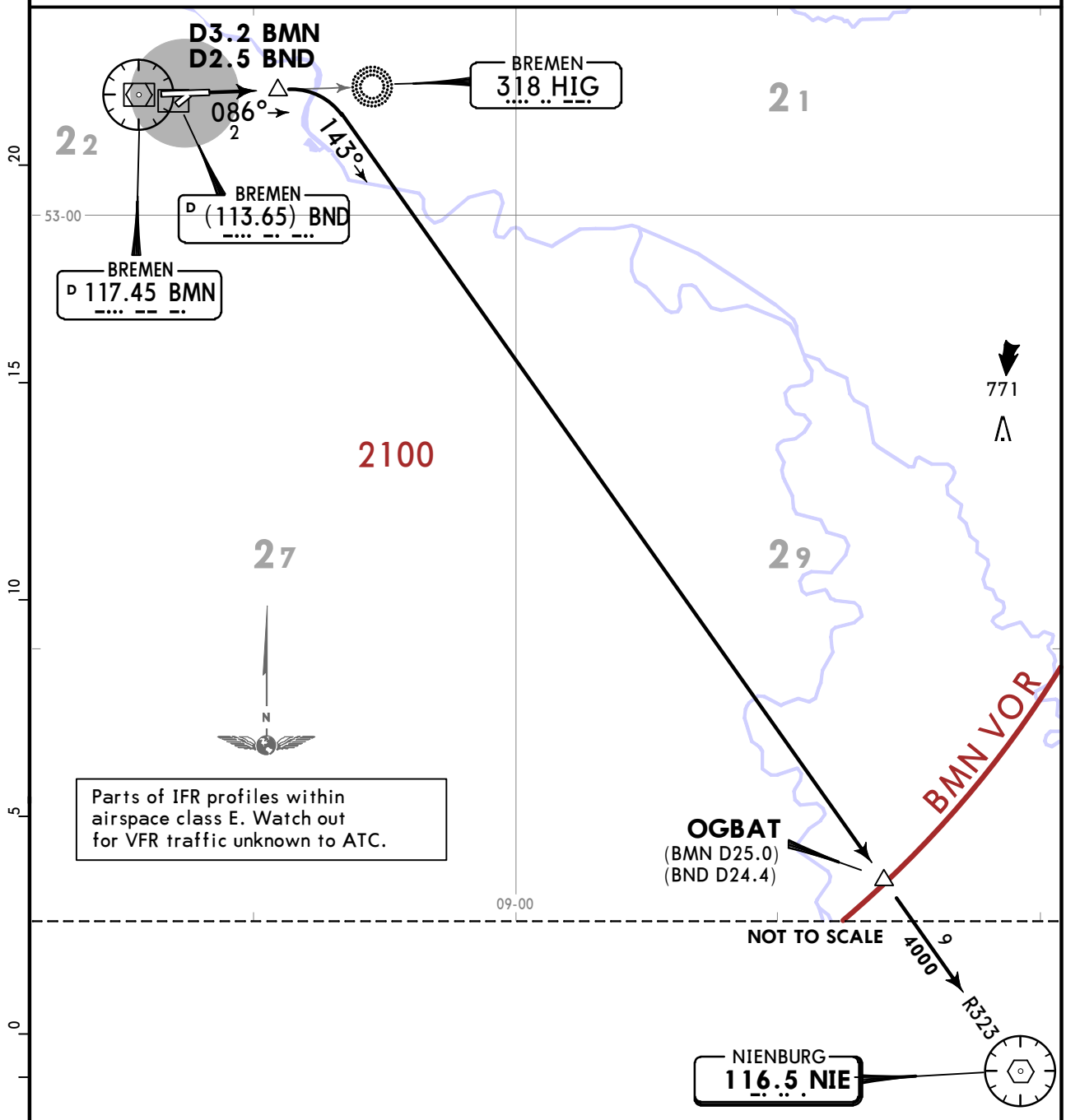
SID	ROUTING
GESTO 1L	Climb straight ahead to BMN, BMN R266 (266° bearing from HIG) to D1.7 BMN (D2.5 BND), turn LEFT, 131° track, when passing BMN R181 (047° bearing to HIG) ❶ , turn LEFT, 086° track to DW284, turn LEFT, 071° track to GESTO.
GESTO 1Z ❷	Climb straight ahead to 500, turn LEFT, complete turn within D1.3 BND, 198° track to D2.8 BMN (D3.1 BND), turn LEFT, 086° track to DW284, turn LEFT, 071° track to GESTO.

❶ After BMN R181 (047° bearing to HIG) BRNAV equipment necessary.
❷ After 2100 BRNAV equipment necessary. If unable to comply, file GESTO 1L.

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. WARNING: Close-in obstacles.

NIENBURG 1M (NIE 1M) DEPARTURE (RWY 09)

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



This SID requires minimum climb gradients of
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100, due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450

Initial climb clearance **4000**

ROUTING

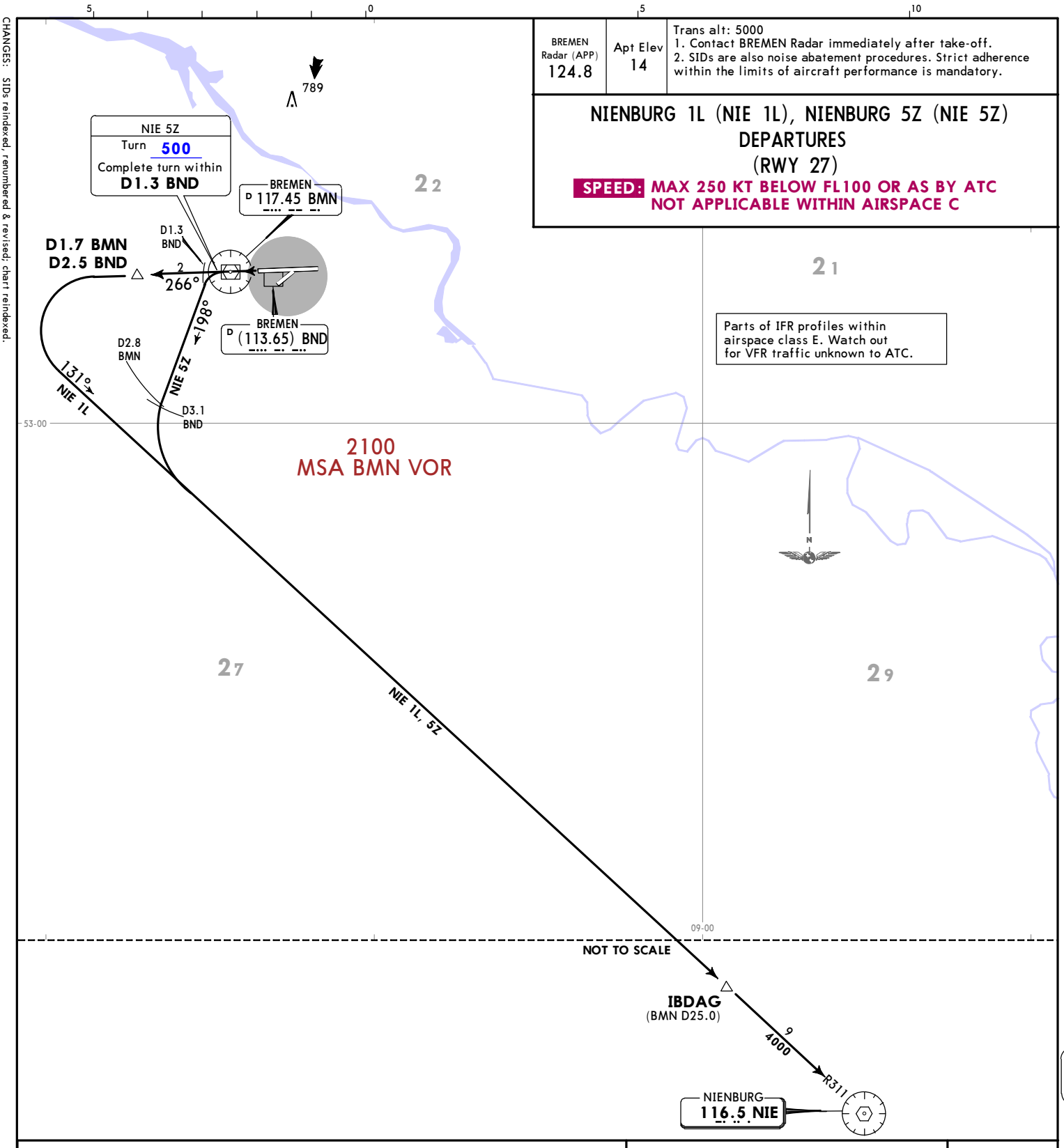
Intercept 086° bearing towards HIG (BMN R086), at D3.2 BMN (D2.5 BND) turn RIGHT, intercept NIE R323 inbound via OGBAT to NIE.

CHANGES: SID reindexed & revised; chart reindexed.

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.

NIENBURG 1L (NIE 1L), NIENBURG 5Z (NIE 5Z) DEPARTURES (RWY 27)

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



These SIDs require minimum climb gradients of

NIE 1L
365 per NM (6.0%) until 2500, due to NIE coverage.

NIE 5Z
545 per NM (8.9%) until 2500, due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

Initial climb clearance **4000**

SID	ROUTING
NIE 1L	Climb straight ahead to BMN, BMN R266 (266° bearing from HIG) to D1.7 BMN (D2.5 BND), turn LEFT, intercept NIE R311 inbound via IBDAG to NIE.
NIE 5Z ❶	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 via IBDAG to NIE.

❶ If unable to comply, file NIE 1L.

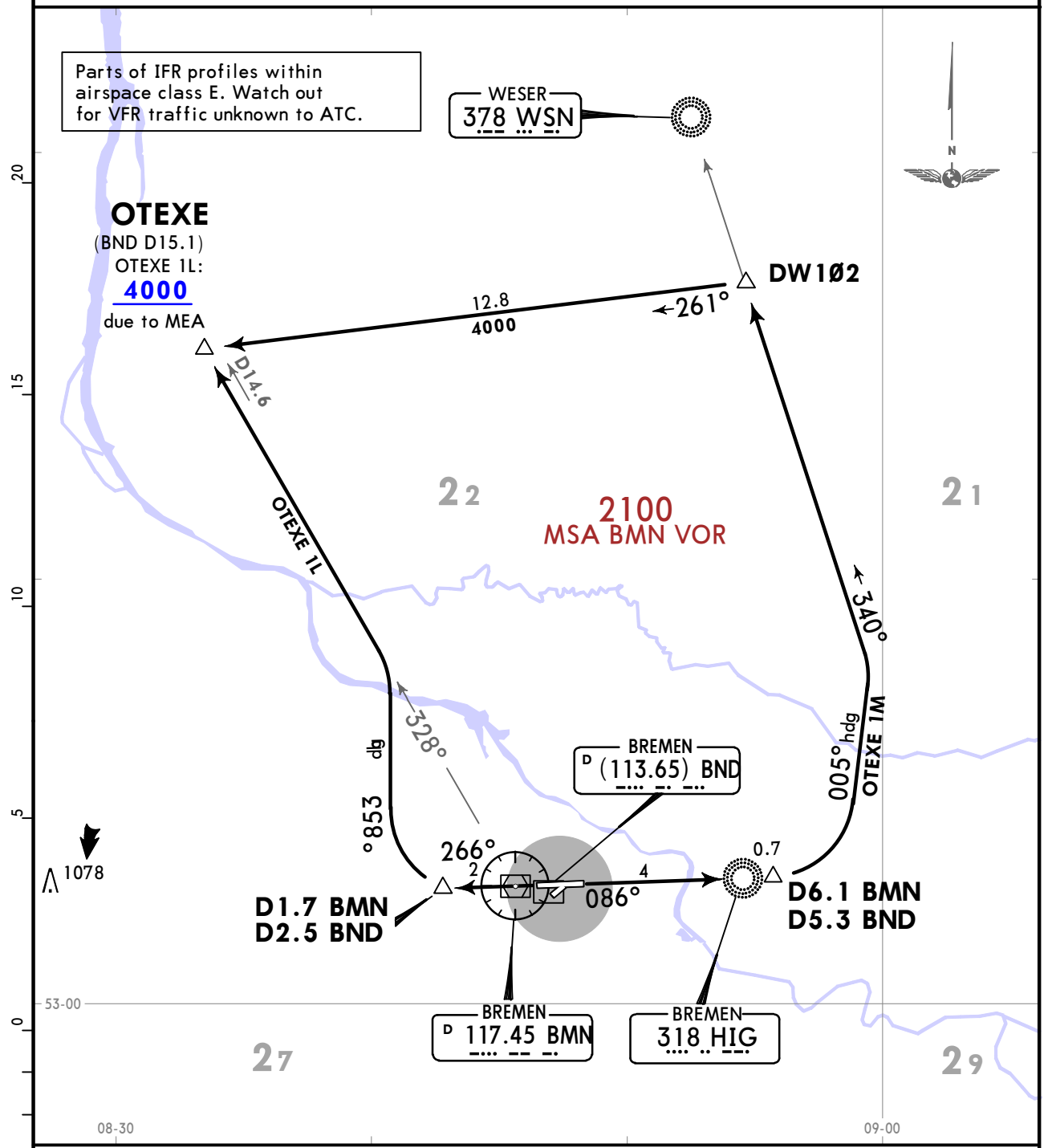
13 MAY 22
JEPPESEN
10-3E
Eff 19 May

NIENBURG 1L (NIE 1L)
NIENBURG 5Z (NIE 5Z)
DEPARTURES
(RWY 27)

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: WARNING: Close-in obstacles.

OTEXE 1L, OTEXE 1M
DEPARTURES
(RWYS 09, 27)

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



Initial climb clearance **4000**

SID	RWY	ROUTING
OTEXE 1L	**27**	Climb straight ahead to BMN, BMN R266 (266° bearing from HIG) to D1.7 BMN (D2.5 BND), turn RIGHT, 358° heading, intercept BMN R328 to OTEXE.
OTEXE 1M ❶	**09**	Intercept 086° bearing (BMN R086) via HIG to D6.1 BMN (D5.3 BND), turn LEFT, 005° heading, intercept 340° bearing towards WSN to DW1Ø2, turn LEFT, 261° track to OTEXE.

❶ After passing 3000 BRNAV equipment necessary .

CHANGES: OTEXE SIDs established; BASUM RNAV SIDs transferred.

SOFED 1L, SOFED 1M
DEPARTURES (RWYS 09, 27)

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

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: WARNING: Close-in obstacles.

Initial climb clearance 4000

SID	RWY	ROUTING
SOFED 1L ❶❸	27	Climb to BMN, BMN R268 to DW099, turn RIGHT, 279° track to SOFED.
SOFED 1M ❷❹	09	Intercept 086° bearing towards HIG (BMN R086), at D3.2 BMN (D2.5 BND) turn RIGHT, 143° heading to D5.1 BND (BMN R106), turn RIGHT, 267° track to DW096, turn RIGHT, 291° track to DW099, turn LEFT, 279° track to SOFED.

BRNAV equipment necessary after: ❸ passing 3000/ ❹ passing 2100.

SOFED 1M
This SID requires minimum climb gradients of
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450

❶ SID crossing ED(R)202/ED(R)302. In case of military activities EXPECT rerouting via OTEXE 1L.
❷ SID crossing ED(R)202/ED(R)302. In case of military activities EXPECT rerouting via OTEXE 1M.

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

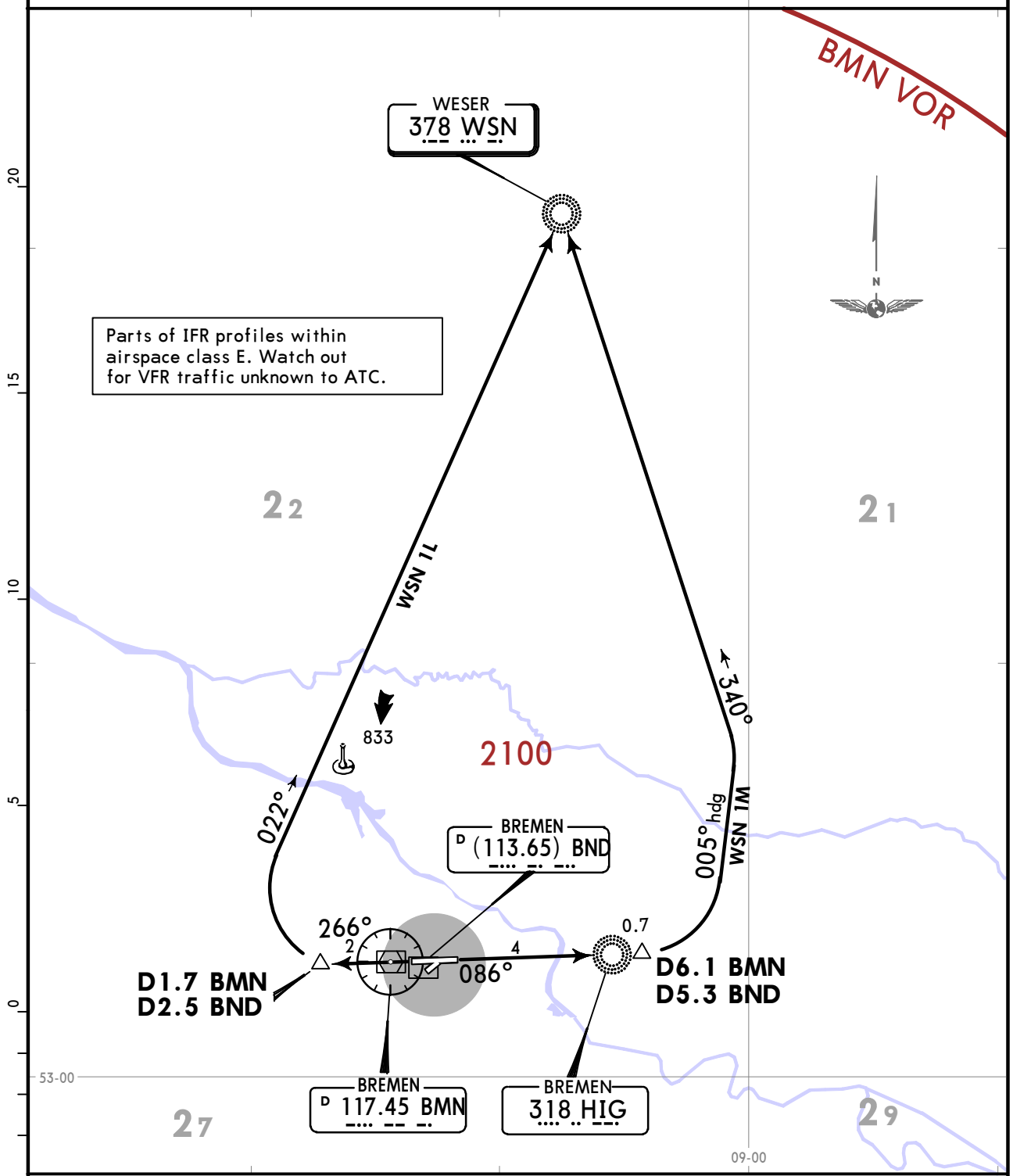
BMN VOR

BREMEN 318 HIG
143° hdg
D5.1 BND
106°
D3.2 BMN
D2.5 BND
BREMEN D 117.45 BMN
BREMEN D (113.65) BND
268°
2
580
22
27
2100
ED(R)-302
ED(R)-202
ED(R)-302
DW096
DW099
SOFED
1078
291°
279°
13.7
35.5
4000
NOT TO SCALE
09-00
08-30
53-00

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.

WESER 1L (WSN 1L), WESER 1M (WSN 1M) DEPARTURES (RWYS 09, 27)

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



Initial climb clearance **4000**

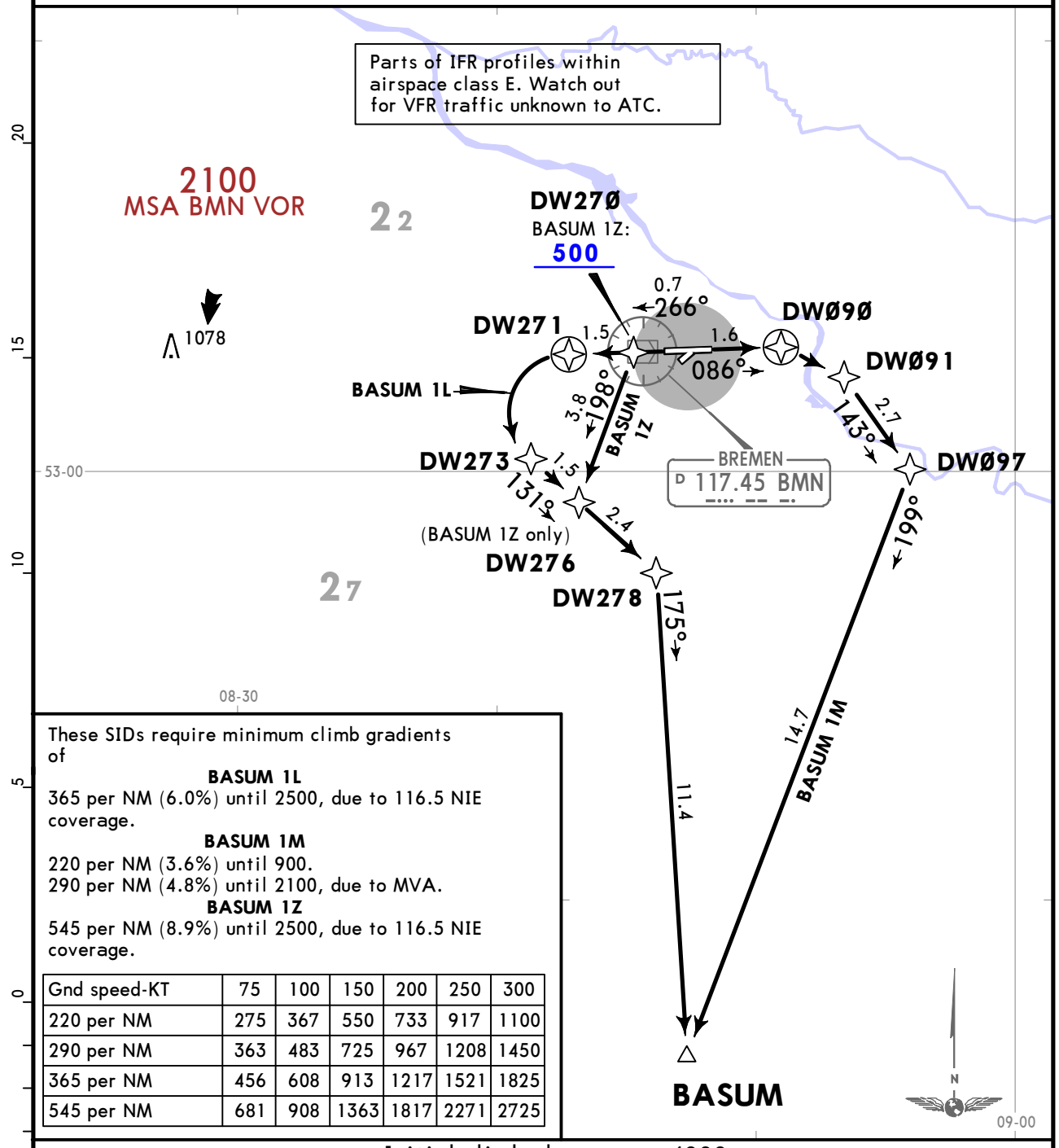
SID	RWY	ROUTING
WSN 1L	**27**	Climb straight ahead to BMN, BMN R266 (266° bearing from HIG) to D1.7 BMN (D2.5 BND), turn RIGHT, intercept 022° bearing to WSN.
WSN 1M	**09**	Intercept 086° bearing (BMN R086) via HIG to D6.1 BMN (D5.3 BND), turn LEFT, 005° heading, intercept 340° bearing to WSN.

CHANGES: SID WSN 1K reindexed 1L; chart reindexed.

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: WARNING: Close-in obstacles.

BASUM 1L [BASU1L], BASUM 1M [BASU1M]
BASUM 1Z [BASU1Z]
RNAV DEPARTURES (OVERLAY 10-3)
(RWYS 09, 27)

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



These SIDs require minimum climb gradients of

BASUM 1L
365 per NM (6.0%) until 2500, due to 116.5 NIE coverage.

BASUM 1M
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100, due to MVA.

BASUM 1Z
545 per NM (8.9%) until 2500, due to 116.5 NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

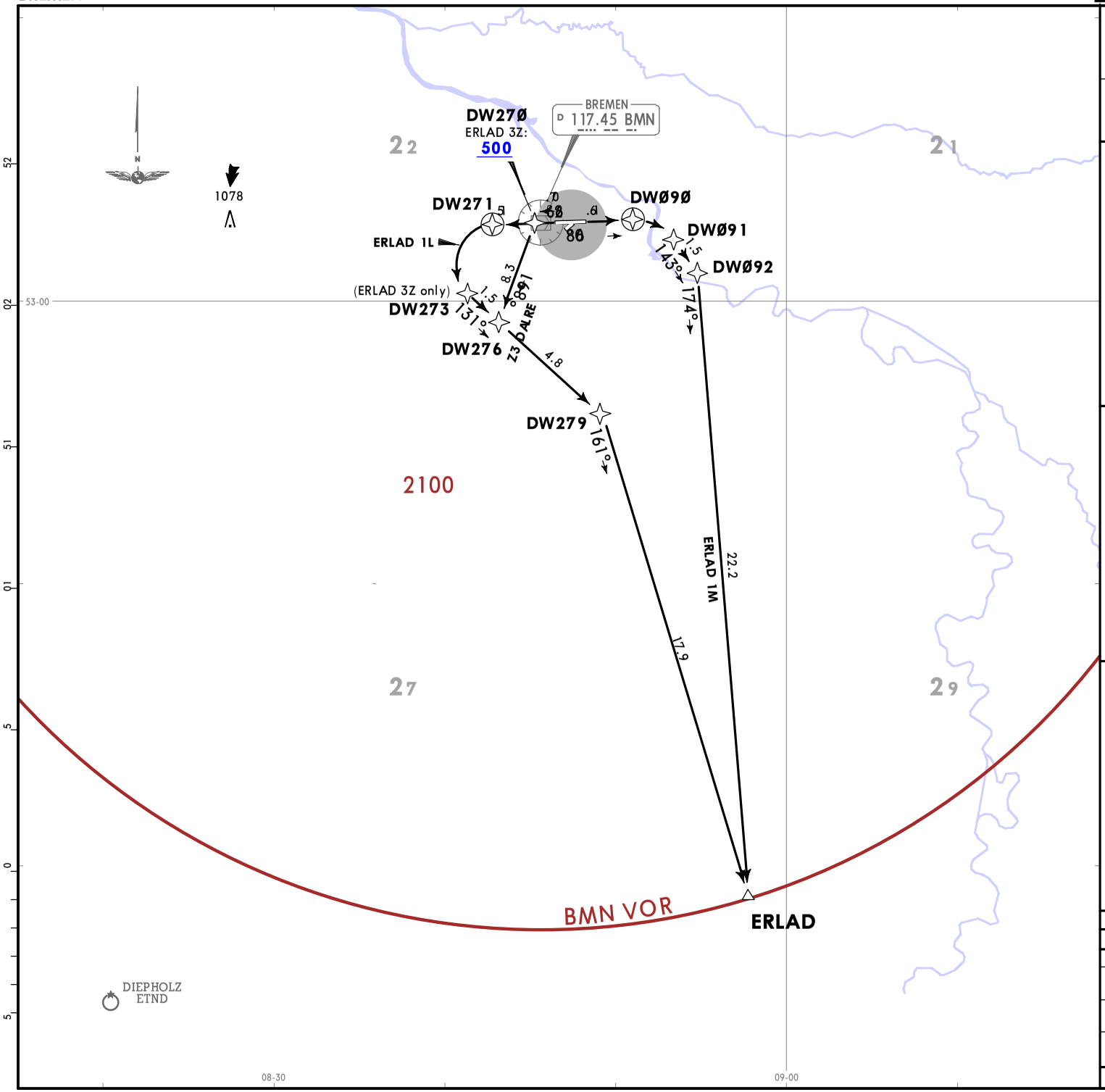
Initial climb clearance **4000**

SID	RWY	ROUTING
BASUM 1L	**27**	(500+) - DW271 - DW273 - DW278 - BASUM.
BASUM 1M	**09**	(500+) - DWØ9Ø - DWØ91 - DWØ97 - BASUM.
BASUM 1Z ❶	**27**	DW27Ø (500+) - DW276 - DW278 - BASUM.

❶ If unable to comply, file BASUM 1L.

CHANGES: RNAV SIDs reindexed & revised; chart reindexed.

JEPPESEN BREMEN, GERMANY
13 MAY 22
Eff 19 May
10-3K
RNAV SID (OVERLAY)



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: WARNING: Close-in obstacles.

ERLAD 1L [ERLA1L]
ERLAD 1M [ERLA1M]
ERLAD 3Z [ERLA3Z]
RNAV DEPARTURES
(OVERLAY 10-3A)
(RWY 09, 27)

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

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

These SIDs require minimum climb gradients of

ERLAD 1L
365 per NM (6.0%) until 2500 due to NIE coverage.

ERLAD 1M
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100 due to MVA.

ERLAD 3Z
545 per NM (8.9%) until 2500 due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

Initial climb clearance **4000**

SID	RWY	ROUTING
ERLAD 1L	**27**	(500+) - DW271 - DW273 - DW279 - ERLAD.
ERLAD 1M	**09**	(500+) - DW090 - DW091 - DW092 - ERLAD.
ERLAD 3Z ❶	**27**	DW270 (500+) - DW276 - DW279 - ERLAD.

❶ If unable to comply, file ERLAD 1L.

CHANGES: RNAV SIDs reindexed, renumbered & revised; chart reindexed.

GESTO 8M [GEST8M]
RNAV DEPARTURE (OVERLAY 10-3B)
(RWY 09)

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

BREMEN Radar (APP) 124.8

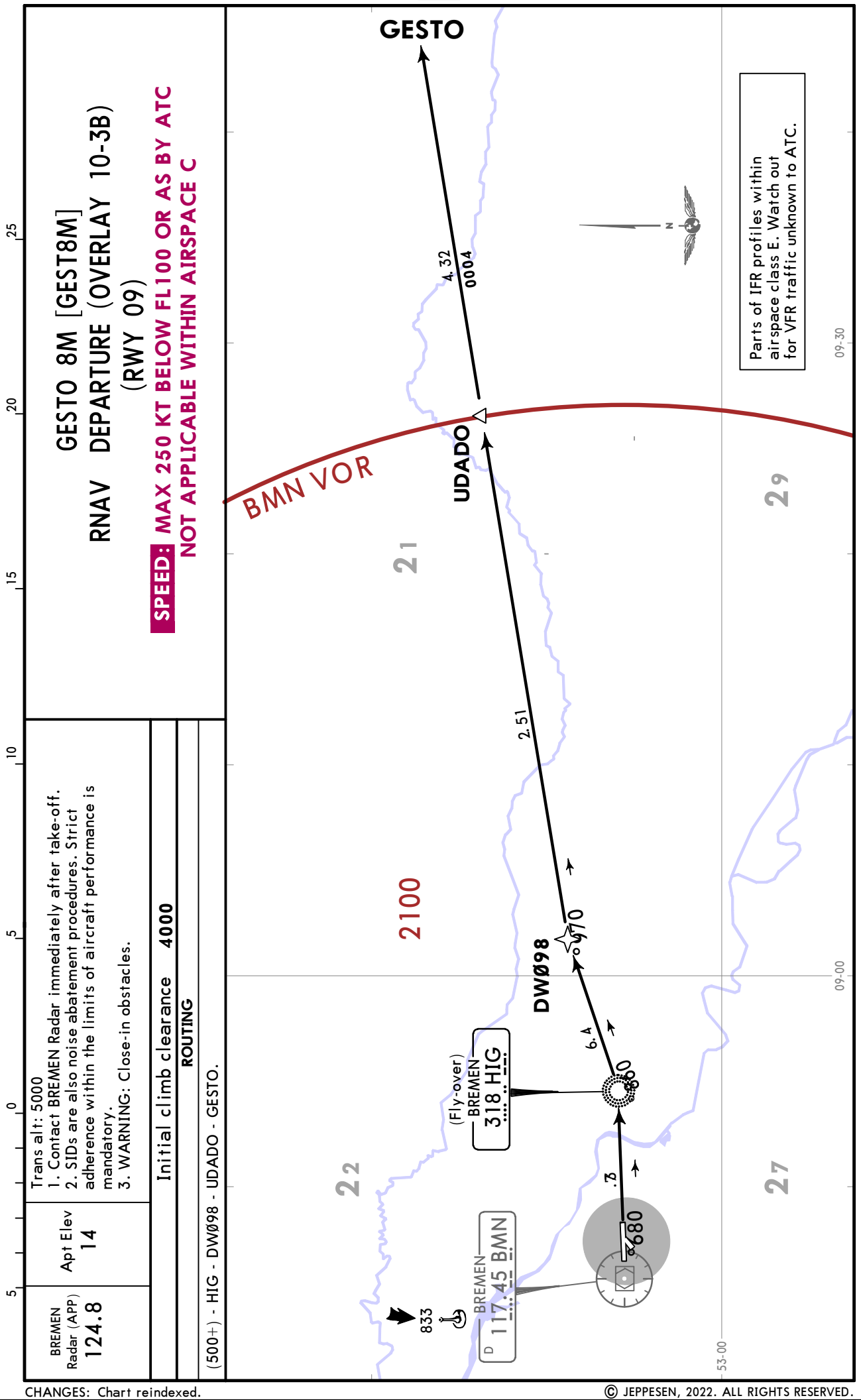
Apt Elev 14

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. WARNING: Close-in obstacles.

Initial climb clearance 4000

ROUTING

(500+) - HIG - DWØ98 - UDADO - GESTO.

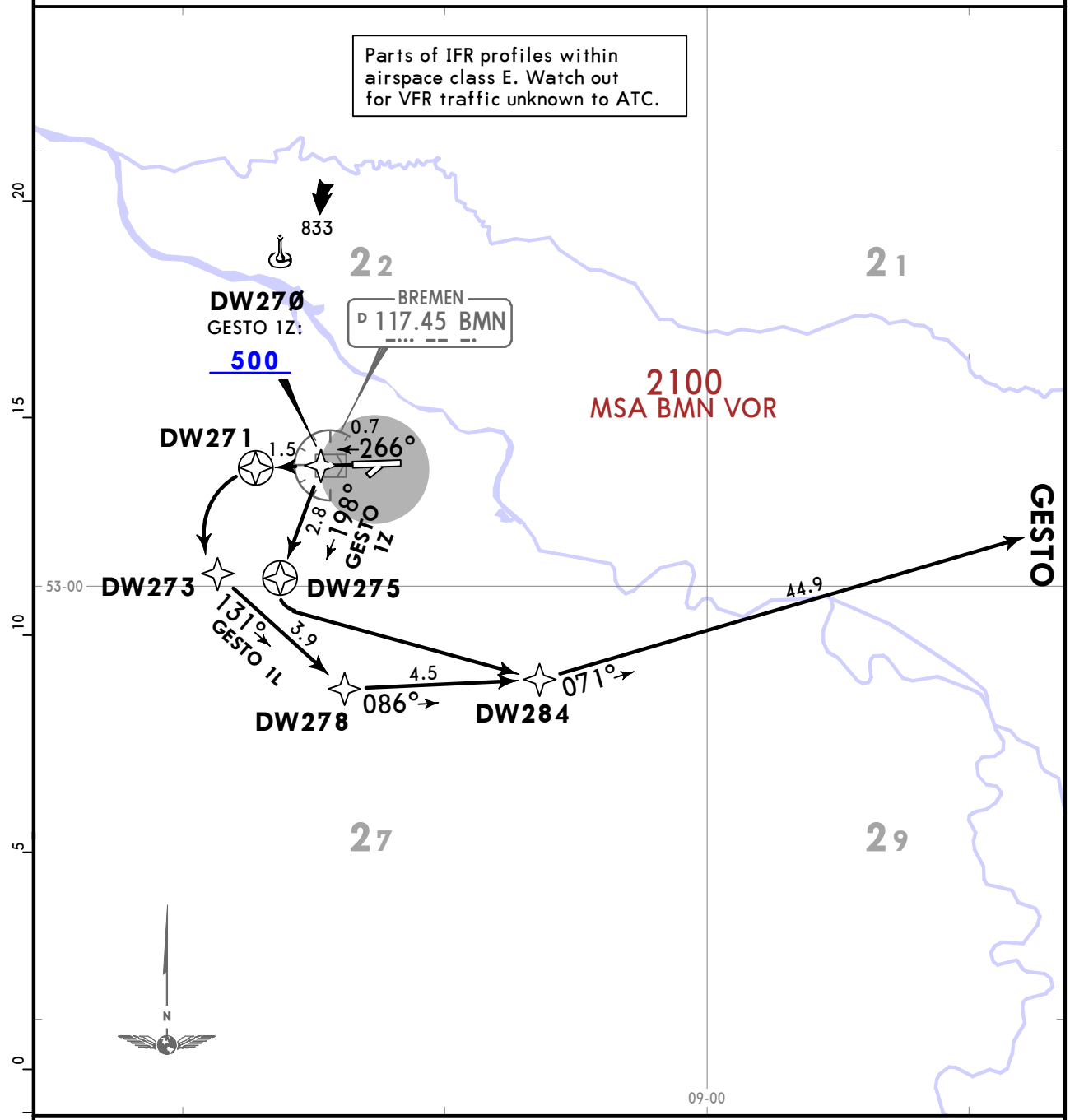


CHANGES: Chart reindexed.

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.

GESTO 1L [GEST1L], GESTO 1Z [GEST1Z]
RNAV DEPARTURE (OVERLAY 10-3C)
(RWY 27)

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



GESTO 1Z
This SID requires a minimum climb gradient of
305 per NM (5.0%) until 2100 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **4000**

SID	ROUTING
GESTO 1L	(500+) - DW271 - DW273 - DW278 - DW284 - GESTO.
GESTO 1Z ❶	DW27Ø (500+) - DW275 - DW284 - GESTO.

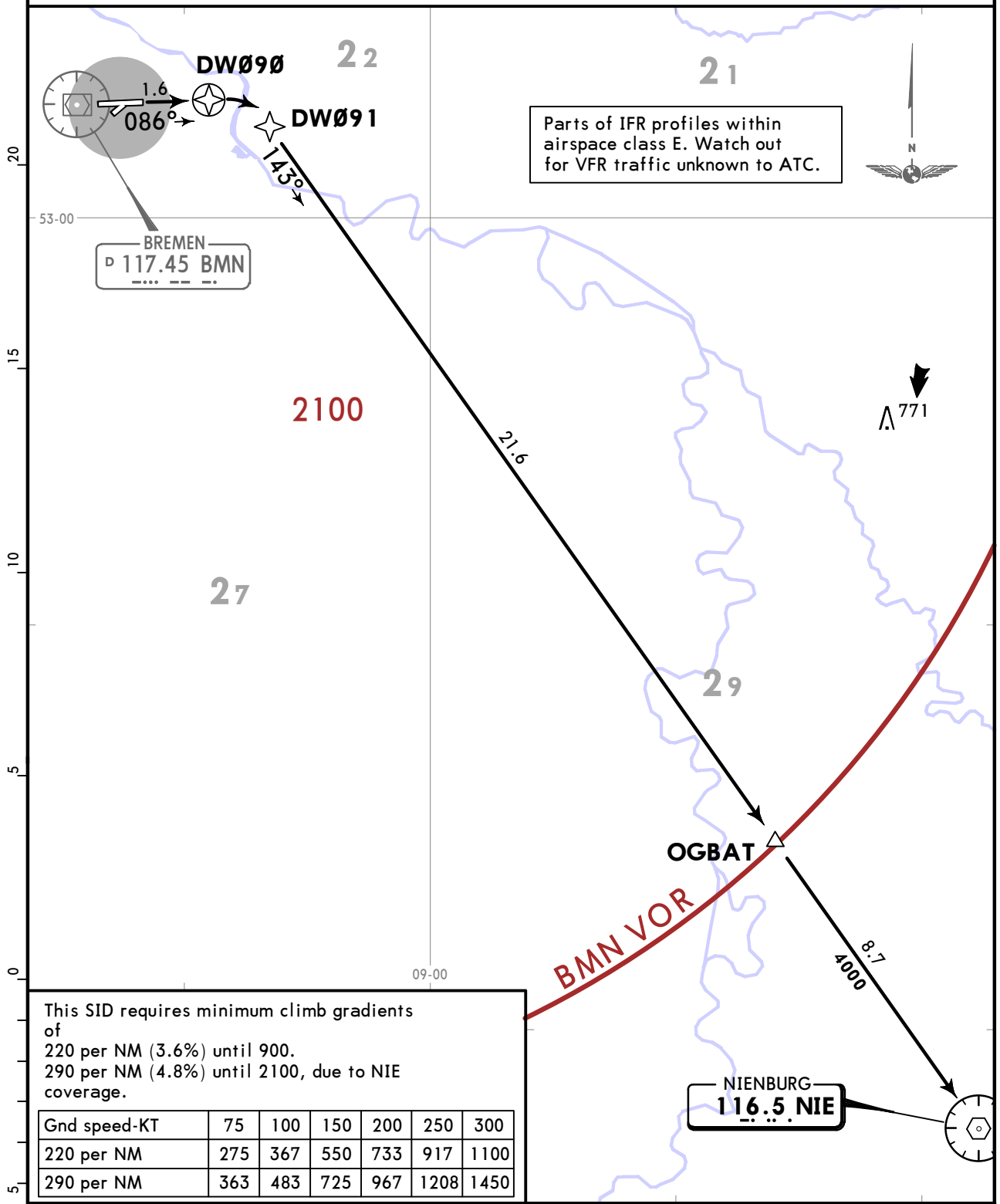
❶ If unable to comply, file GESTO 1L.

CHANGES: New chart (RNAV SIDs reindexed & revised; chart reindexed).

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. WARNING: Close-in obstacles.

NIENBURG 1M (NIE 1M)
RNAV DEPARTURE (OVERLAY 10-3D)
(RWY 09)

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



This SID requires minimum climb gradients of
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100, due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450

Initial climb clearance **4000**

ROUTING

(500+) - DW090 - DW091 - OGBAT - NIE.

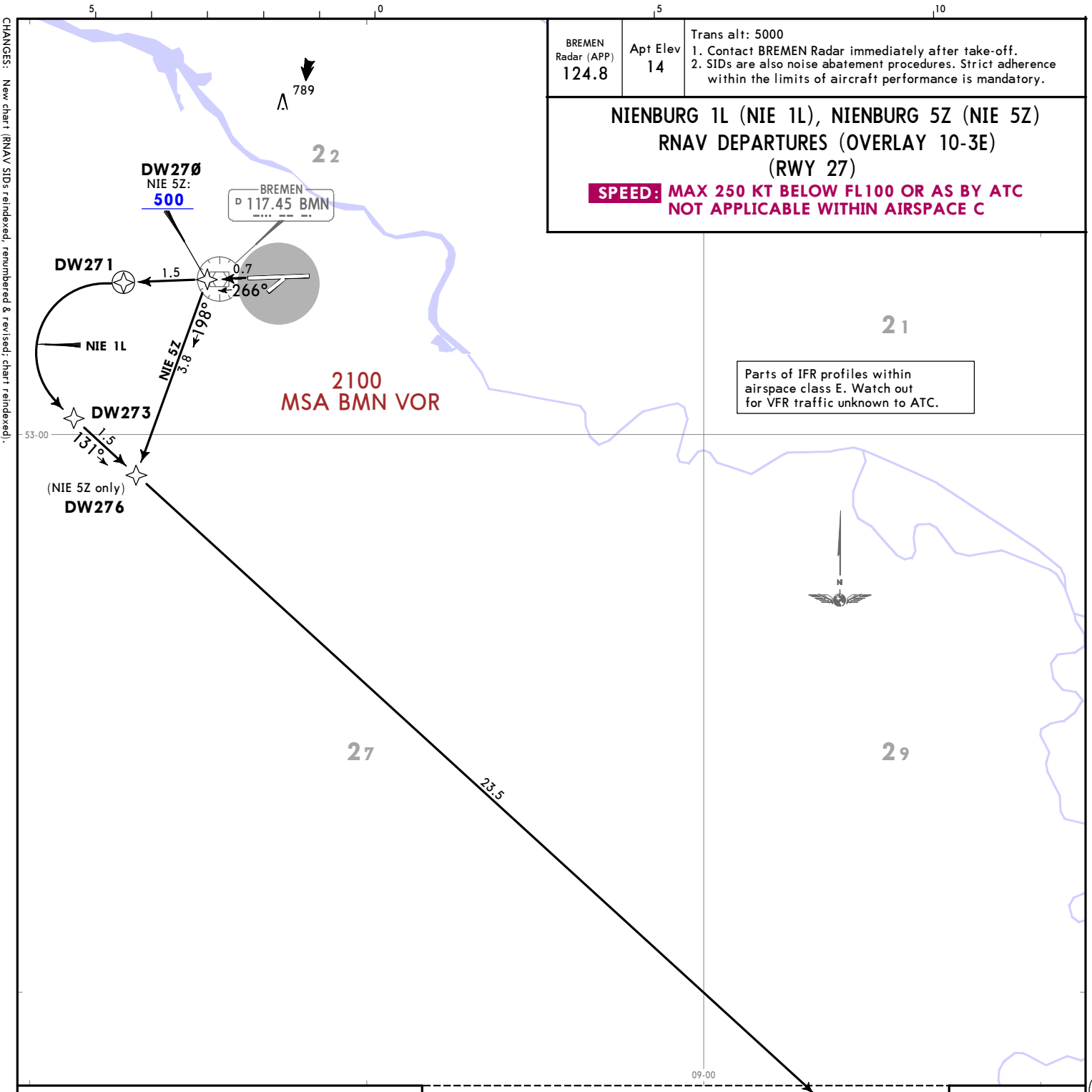
CHANGES: New chart (RNAV SID reindexed & revised; chart reindexed)

EDDW/BRE
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.

NIENBURG 1L (NIE 1L), NIENBURG 5Z (NIE 5Z) RNAV DEPARTURES (OVERLAY 10-3E) (RWY 27)

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



These SIDs require minimum climb gradients of

NIE 1L

365 per NM (6.0%) until 2500, due to NIE coverage.

NIE 5Z

545 per NM (8.9%) until 2500, due to NIE coverage.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
545 per NM	681	908	1363	1817	2271	2725

Initial climb clearance **4000**

SID	ROUTING
NIE 1L	(500+) - DW271 - DW273 - IBDAG - NIE.
NIE 5Z ❶	DW270 (500+) - DW276 - IBDAG - NIE.

❶ If unable to comply, file NIE 1L.

JEPPESEN
13 MAY 22
10-3P
Eff 19 May

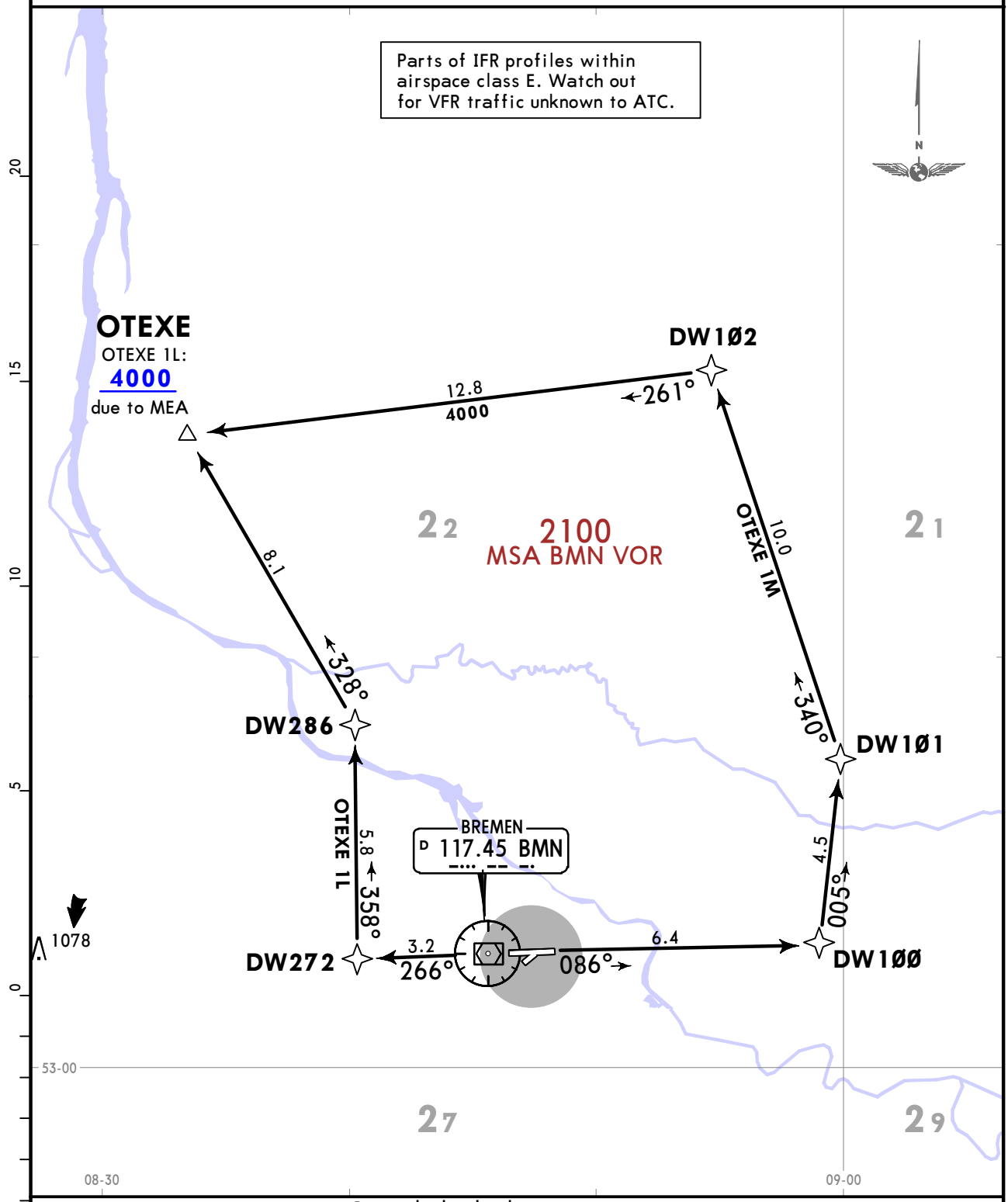
NIENBURG 1L (NIE 1L)
NIENBURG 5Z (NIE 5Z)
RNAV DEPARTURES
(OVERLAY 10-3E)
(RWY 27)

BREMEN, GERMANY
RNAV SID (OVERLAY)

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: WARNING: Close-in obstacles.

OTEXE 1L [OTEX1L], OTEXE 1M [OTEX1M]
RNAV DEPARTURES (OVERLAY 10-3F)
(RWYS 09, 27)

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



Initial climb clearance **4000**

SID	RWY	ROUTING
OTEXE 1L	27	(500+) - BMN - DW272 - DW286 - OTEXE (4000+; due to MEA).
OTEXE 1M	09	(500+) - DW100 - DW101 - DW102 - OTEXE.

CHANGES: New procedures at this airport.

BREMEN Radar (APP)	Apt Elev
124.8	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: WARNING: Close-in obstacles.

SOFED 1L [SOFE1L], SOFED 1M [SOFE1M]
RNAV DEPARTURES (OVERLAY 10-3G) (RWYS 09, 27)

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

Initial climb clearance **4000**

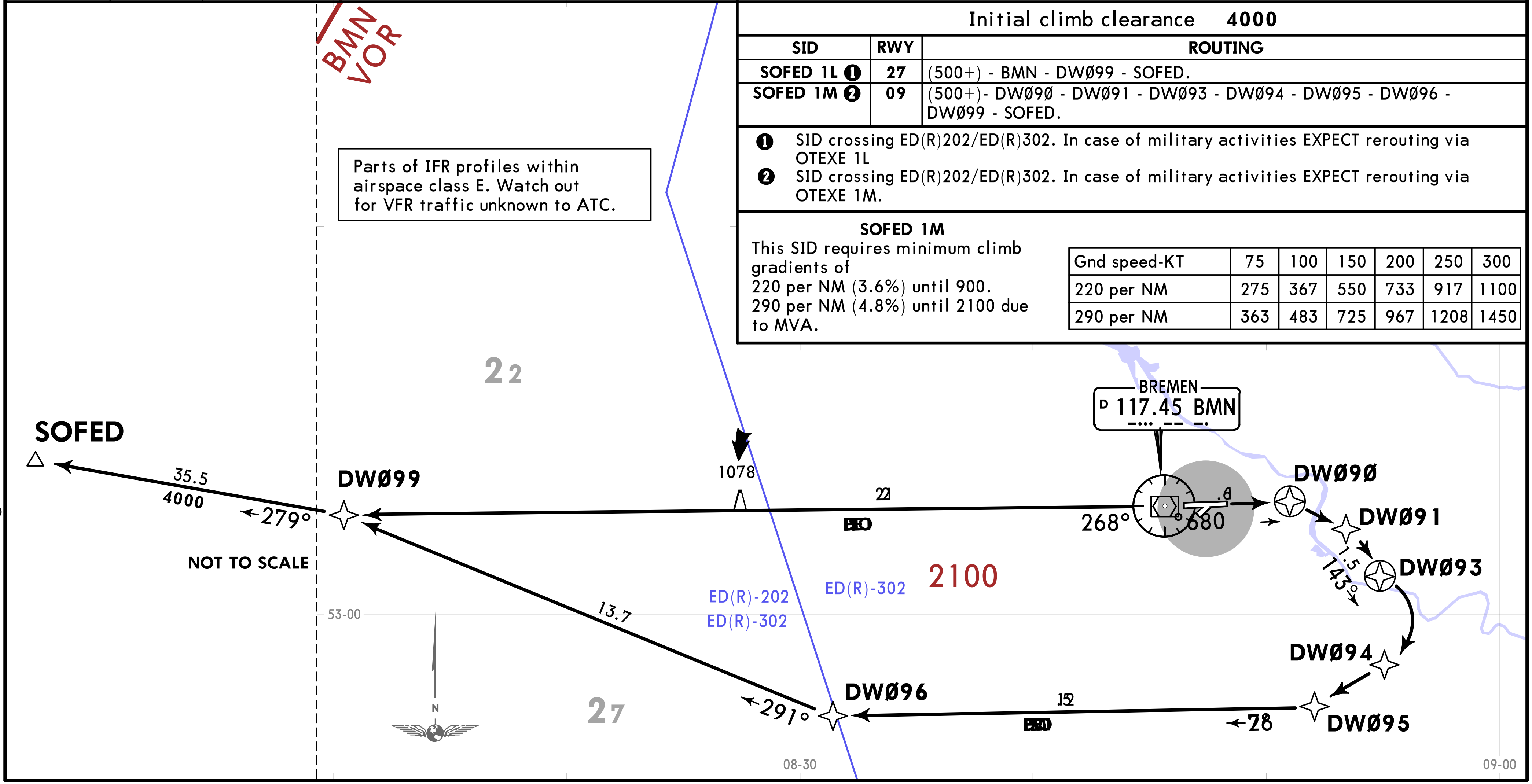
SID	RWY	ROUTING
SOFED 1L ❶	27	(500+) - BMN - DWØ99 - SOFED.
SOFED 1M ❷	09	(500+)- DWØ9Ø - DWØ91 - DWØ93 - DWØ94 - DWØ95 - DWØ96 - DWØ99 - SOFED.

❶ SID crossing ED(R)202/ED(R)302. In case of military activities EXPECT rerouting via OTEXE 1L
❷ SID crossing ED(R)202/ED(R)302. In case of military activities EXPECT rerouting via OTEXE 1M.

SOFED 1M
This SID requires minimum climb gradients of
220 per NM (3.6%) until 900.
290 per NM (4.8%) until 2100 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
290 per NM	363	483	725	967	1208	1450

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

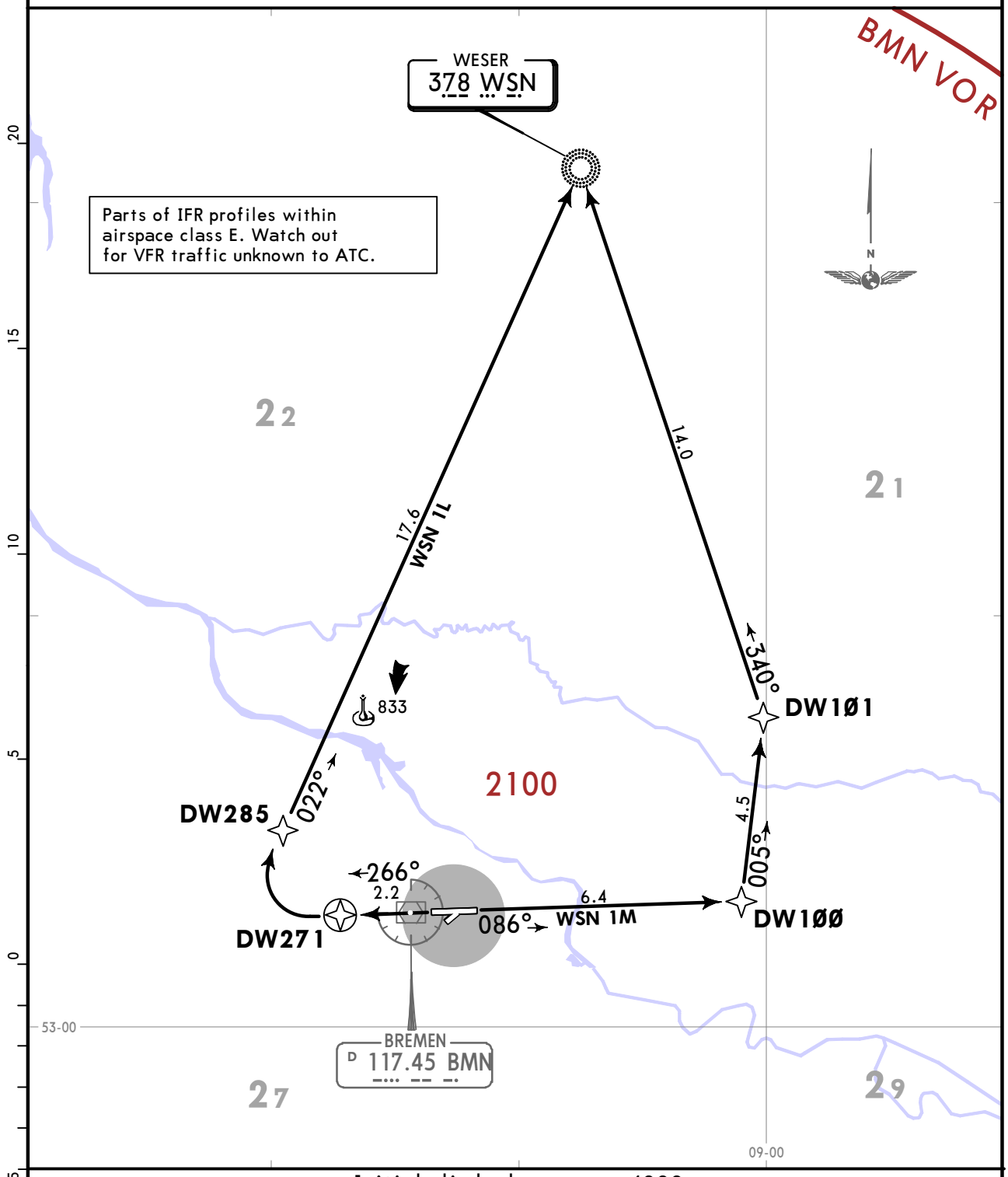


CHANGES: New procedures at this airport.

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: WARNING: Close-in obstacles.

WESER 1L (WSN 1L)
WESER 1M (WSN 1M)
RNAV DEPARTURES (OVERLAY 10-3H)
(RWYS 09, 27)

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



Initial climb clearance **4000**

SID	RWY	ROUTING
WSN 1L	27	(500+) - DW271 - DW285 - WSN.
WSN 1M	09	(500+) - DW1ØØ - DW1Ø1 - WSN.

CHANGES: New chart (RNAV SID 1K reindexed 1L; chart reindexed).

EDDW/BRE

Apt Elev 14′
N53 02.9 E008 47.2

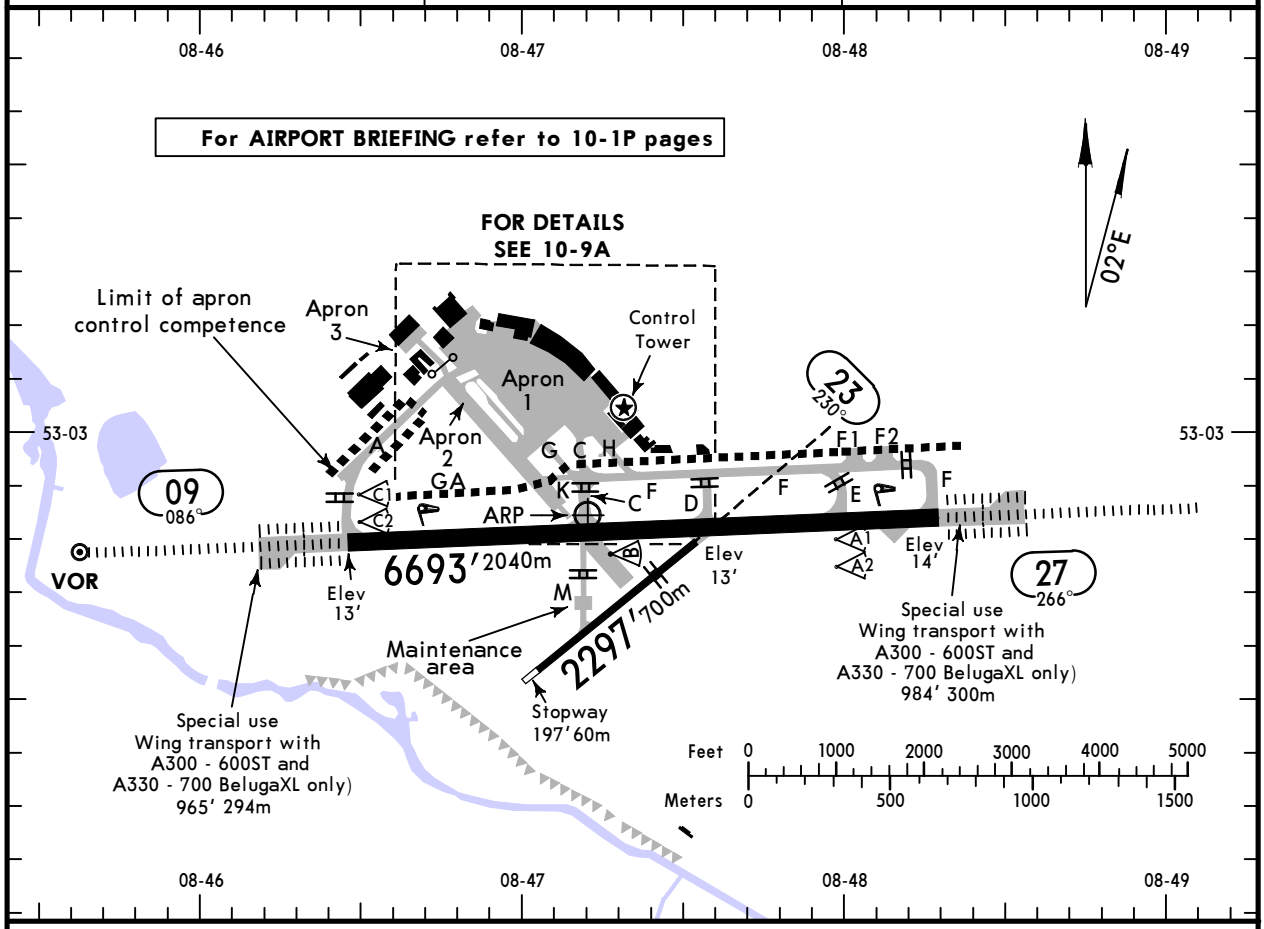
JEPPESEN

25 JUN 21 (10-9)

BREMEN, ~~GERMANY~~

BREMEN

D-ATIS	*BREMEN Ground	*Tower	
132.380	121.755	120.330	134.830



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL ❶ CL ❷ ALSF-II REIL TDZ PAPI-L(3.0°) RVR		5653′ 1723m 5748′ 1752m	❸	148′ 45m
23		NA			75′ 23m

❶ Last 1969′/600m of available 6693′/2040m (normal operations) and last 2953′/900m of available 7657′/2334 or 7677′/2340m (special operations) are coded in yellow.

❷ spacing 15m, 47W, 10R & W, 10R

❸ TAKE-OFF RUN AVAILABLE

RWY 09:

From twy A int	6693′ (2040m)
twy C int	4052′ (1235m)
twy D int	2651′ (808m)

RWY 27:

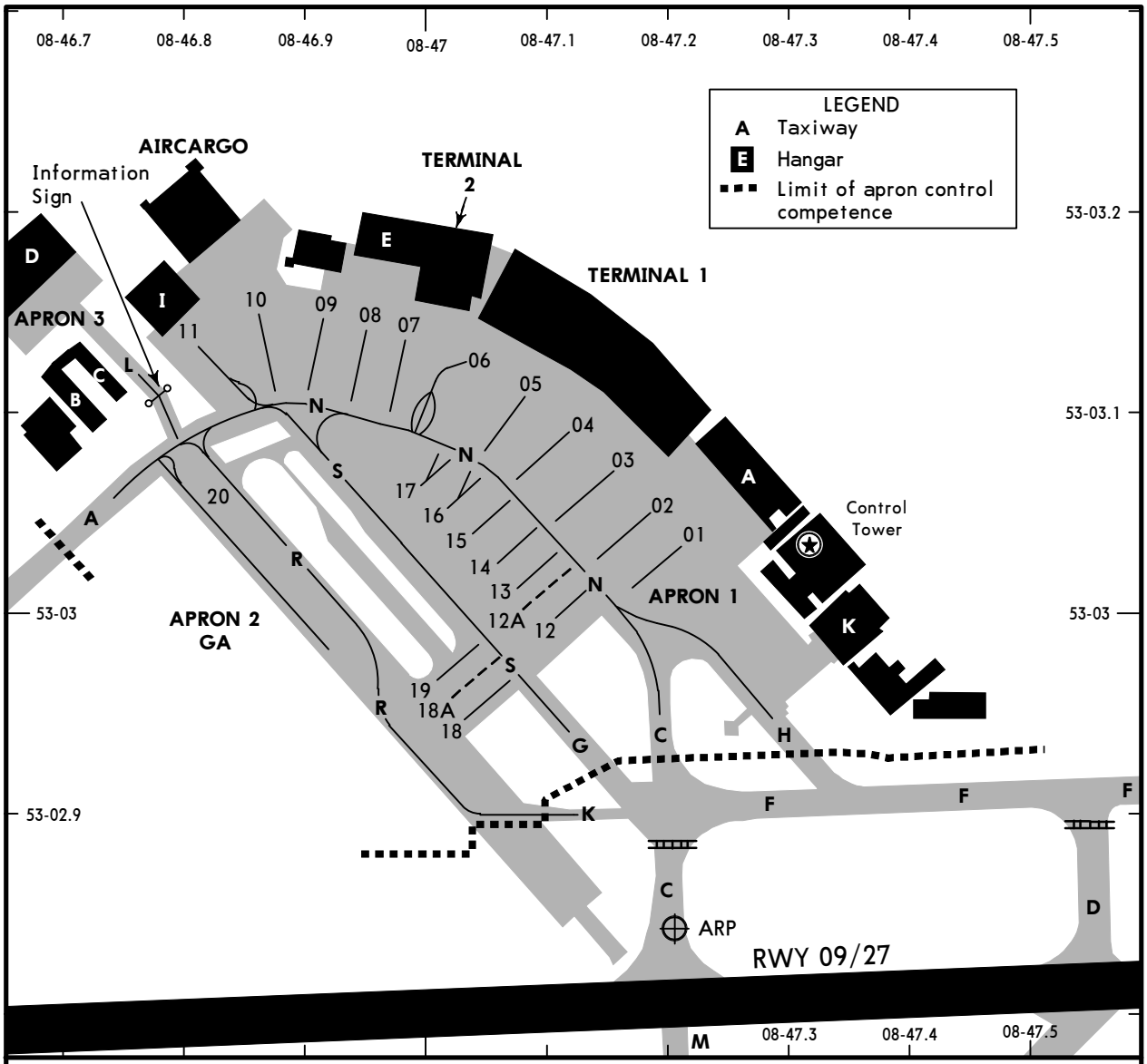
From twy F int	6693′ (2040m)
twy E int	5623′ (1714m)
twy D int	4117′ (1255m)
twy C int	2743′ (836m)

Standard TAKE-OFF

	Low Visibility Take-off ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 09, 27: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Twy B decomissioned. Holding position established.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
01	N53 03.0 E008 47.2	18	N53 02.9 E008 47.0
02, 03	N53 03.1 E008 47.2	18A, 19	N53 03.0 E008 47.0
04, 05	N53 03.1 E008 47.1	20	N53 03.1 E008 46.8
06	N53 03.1 E008 47.0		
07	N53 03.2 E008 47.0		
08, 09	N53 03.2 E008 46.9		
10, 11	N53 03.2 E008 46.8		
12 thru 13	N53 03.0 E008 47.1		
14, 15	N53 03.0 E008 47.0		
16, 17	N53 03.1 E008 47.0		

LOW VISIBILITY PROCEDURES (LVP)

Rwys 09 /27 are equipped with ILS and are approved for CAT IIIA/B operations, including low visibility take-off.
Pilots will be informed by ATIS when LVP are in operation.
During LVP Acft landing on Rwy 09 must only vacate via Twy F and Acft landing on Rwy 27 must only vacate via Twy A.
Departing Acft are required to use the following CAT II/III holding positions:
Rwy 09 - A (CAT II/III)
Rwy 27 - F (CAT II/III)
Intersection take-offs are not permitted.
Taxiing is restricted to Twys equipped with centreline lights.
On receiving taxi clearance Acft must only proceed when a green centreline path is illuminated.
In the event of failure of the Twy lights or stopbars, Acft are only to taxi on the direction of a "follow me" car.

CHANGES: Twy B decomissioned. Holding position established. Guidance lines.

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.

CHANGES: LPV minimums added.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-1)

BREMEN, GERMANY
ILS Z or LOC Z Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower		*Ground
132.380	124.8	120.330	134.830	121.755

LOC IBRE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.3	086°	D3.3 BMN 1280′ (1267′)	213′ (200′)	Rwy 13′

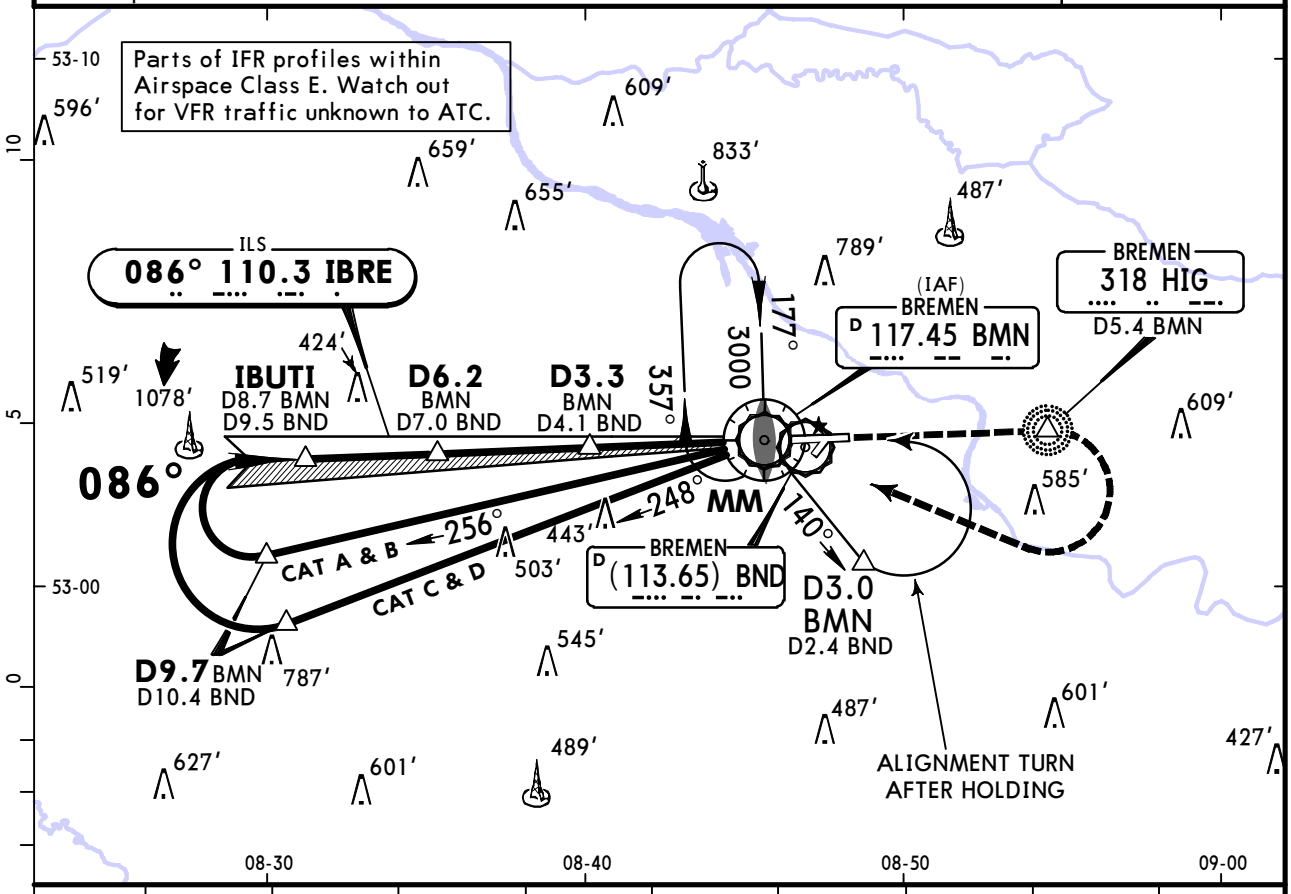
MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN DME), then turn RIGHT to VOR climbing to 3000′.

Alt Set: hPa(IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

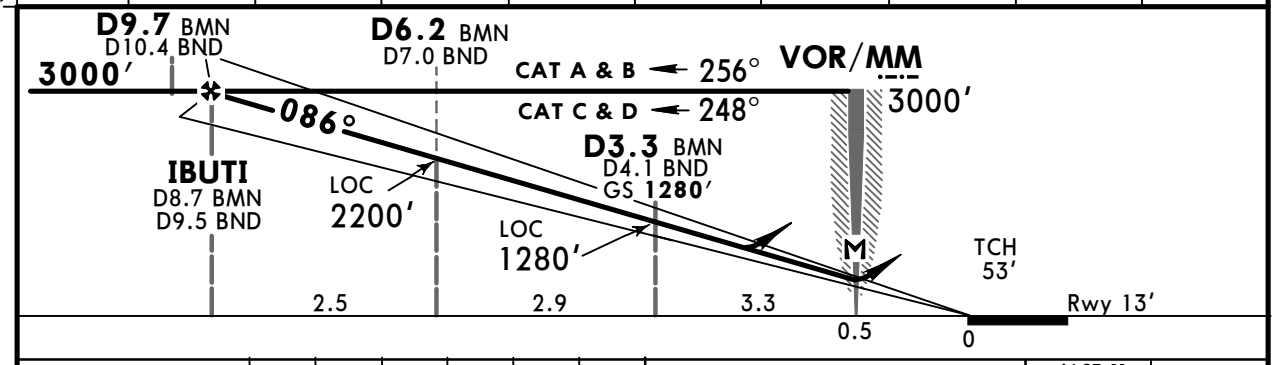
DME required.

2100
MSA BMN VOR

BRIEFING STRIP™



LOC (GS out)	BMN DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2780′	2460′	2140′	1820′	1500′	1190′	870′	550′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR/MM							

ALSF-II
REIL
PAPI

HIG
318

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09**

	ILS DA(H) 213′ (200′)			LOC (GS out) CDFA DA/MDA(H) 470′ (457′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-1A)

BREMEN, GERMANY
CAT II/III ILS Z Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP

LOC IBRE 110.3	Final Apch Crs 086°	GS D3.3 BMN 1280′ (1267′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 14′ Rwy 13′

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.

2100
MSA BMN VOR

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

ILS 086° 110.3 IBRE

IBUTI
D8.7 BMN
D9.5 BND

D3.3
BMN
D4.1 BND

086°

177°
3000
357°

(IAF) BREMEN
D 117.45 BMN

BREMEN
318 HIG
D5.4 BMN

MM

CAT A & B 256°
CAT C & D 248°
248°
140°

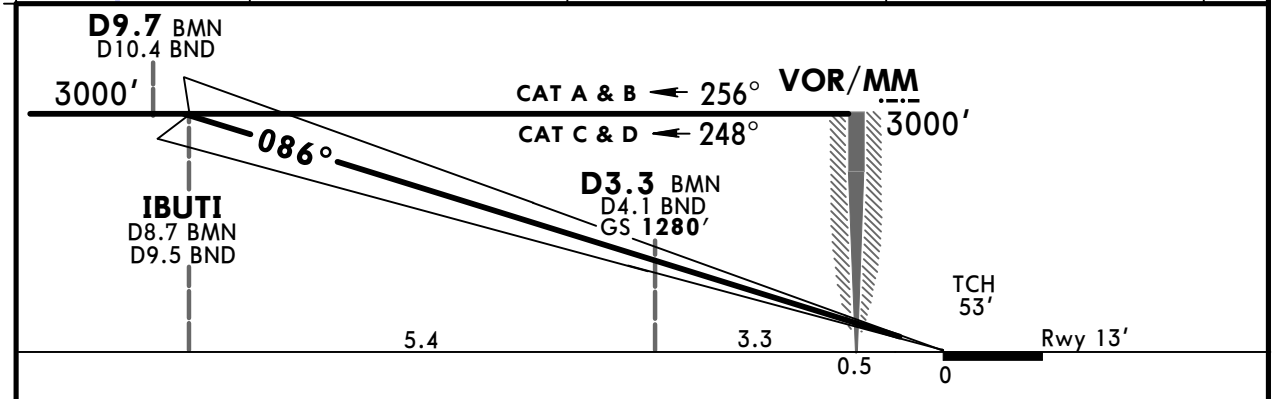
BREMEN
D (113.65) BND

D3.0
BMN
D2.4 BND

D9.7 BMN
D10.4 BND

ALIGNMENT TURN AFTER HOLDING

53-10
53-00
08-30
08-40
08-50
09-00



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

ALSF-II
REIL
PAPI

HIG
318

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 113′ (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-2)

BREMEN, GERMANY
ILS Y Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP

LOC IBRE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.3	086°	DWØ5Ø 1700′ (1687′)	213′ (200′)	Rwy 13′

MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN DME), then turn RIGHT to VOR climbing to 3000′.

2100

MSA BMN VOR

Alt Set: hPa(IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

RF-LEG information
DWØ57 - DWØ51 7.1 NM ARC L
DWØ53 - DWØ51 7.2 NM ARC R

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

DME required.
GPS required.
A-RNP/RNP-1, RF-LEG required.

(IAF) GIBMA
MAX 220 KT
MAX 8500′
MIN 5000′

(IAF) EKROV
MAX FL110
MIN 5000′

(IAF) ARGUV
by ATC
MAX 220 KT
MAX 5000′
MIN 3000′

(IAF) EMBIV
by ATC
MAX 220 KT
MAX 5000′
MIN 3000′

(IAF) PIXUR
MAX 220 KT
MAX FL90
MIN 5000′

DWØ49 4500′
DWØ59 3900′
DWØ57 MAX 5200′ MIN 3300′
DWØ54 MAX 220 KT
DWØ51 (IF)
DWØ5Ø
DWØ53 MAX 4900′ MIN 3400′

MAX 230 KT
MAX FL100
MHA 3000′

ILS 086° 110.3 IBRE

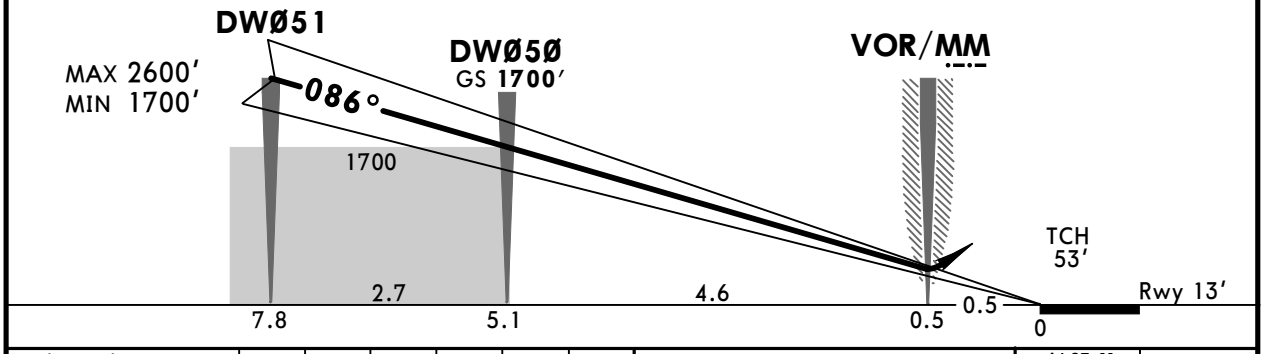
BREMEN D 117.45 BMN

BREMEN 318 HIG
D5.4 BMN

BREMEN D (113.65) BND

MM

NOT TO SCALE



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

ALSF-II
REIL
PAPI

HIG 318

Standard

STRAIGHT-IN LANDING RWY **09**
ILS

DA(H) **213′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m
B			
C			
D			

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-2A)

BREMEN, GERMANY
CAT II/III ILS Y Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP

LOC IBRE	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS	Apt Elev 14′
110.3	086°	DWØ5Ø 1700′ (1687′)	Refer to Minimums	Rwy 13′

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′

Special Aircrew & Acft Certification Required.

2100
MSA BMN VOR

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

RF-LEG information
DWØ57 - DWØ51 7.1 NM ARC L
DWØ53 - DWØ51 7.2 NM ARC R

DME required.
GPS required.
A-RNP/RNP-1, RF-LEG required.

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

(IAF) GIBMA
MAX 220 KT
MAX 8500′
MIN 5000′
181° 2.6

DWØ49 4500′
9.0 to DWØ57
250°

DWØ59 3900′ 609′
4.1 250°
269° 15.4

(IAF) EKROV
MAX FL110
MIN 5000′
DWØ54 MAX 220 KT
269° 12.8

NOT TO SCALE

DWØ57
MAX 5200′
MIN 3300′

507′ 596′ 659′ 833′ 487′

MAX 230 KT
MAX FL100
MHA 3000′

(IAF) ARGUV
by ATC
MAX 220 KT
MAX 5000′
MIN 3000′
7.1 105°
519′ 1078′

ILS 086° 110.3 IBRE

424′ 789′

BREMEN D 117.45 BMN

BREMEN 318 HIG
D5.4 BMN

(IF) DWØ51 DWØ5Ø
357° 177°

086° 503′ MM 609′ 585′

BREMEN D (113.65) BND

53-00 7.1 066°
(IAF) EMBIV
by ATC
MAX 220 KT
MAX 5000′
MIN 3000′

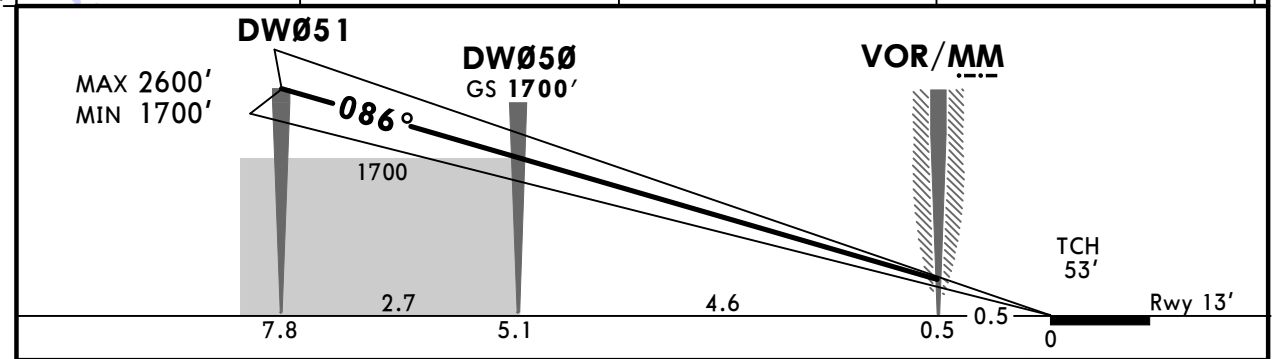
787′ DWØ53 MAX 4900′ MIN 3400′ 545′
269° 8.2

(IAF) PIXUR
MAX 220 KT
MAX FL90
MIN 5000′
601′

627′ 601′ 489′ 487′

08-30 08-40 08-50 09-00

10 5 0 5



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

ALSF-II
REIL
PAPI

HIG 318

Standard STRAIGHT-IN LANDING RWY **09**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 113′ (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-3)

BREMEN, GERMANY
ILS Z or LOC Z Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

LOC IBRW	Final Apch Crs	GS NDB	ILS DA(H)	Apt Elev 14′
110.9	266°	1280′ (1266′)	214′ (200′)	Rwy 14′

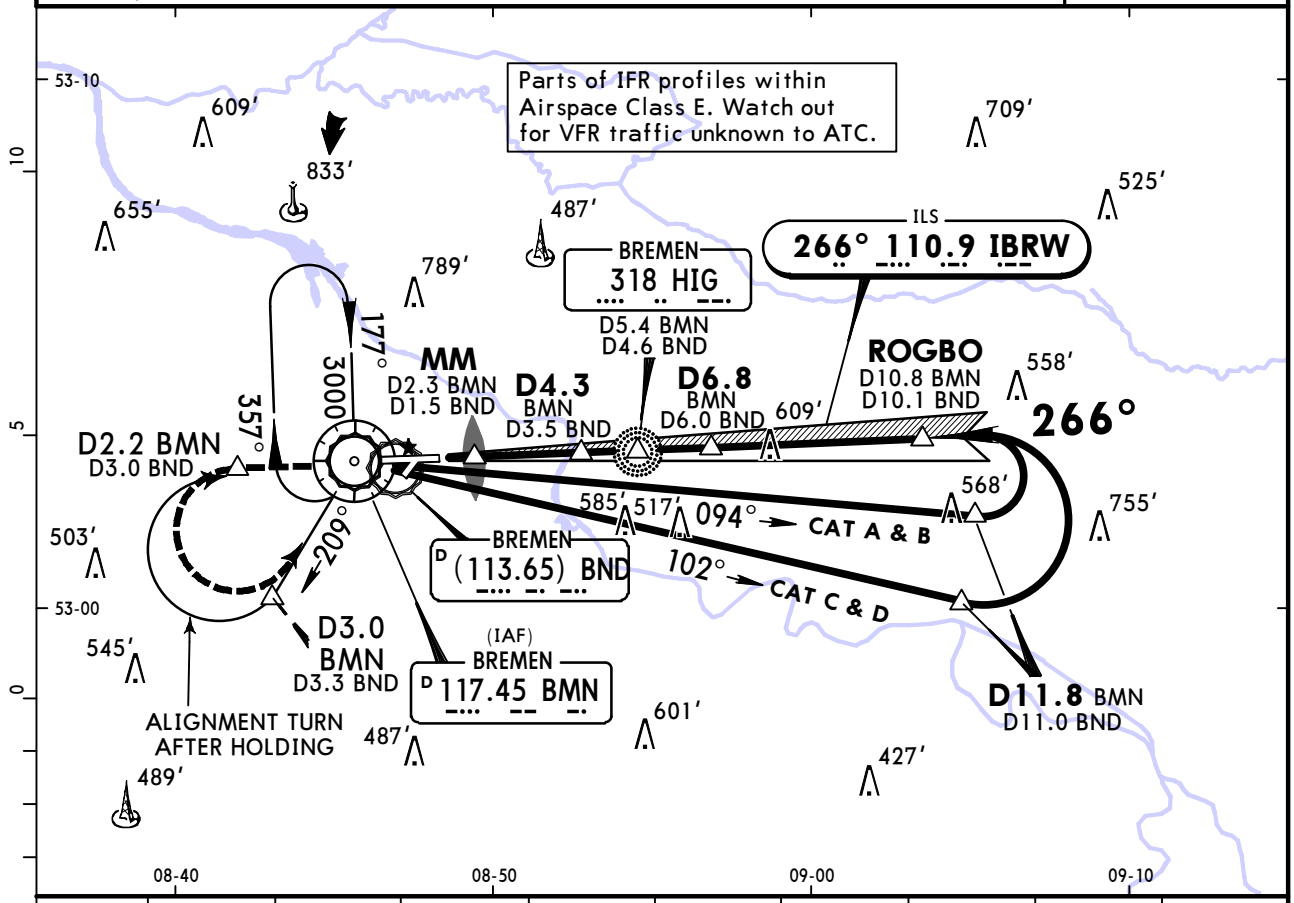
MISSED APCH: Climb STRAIGHT AHEAD to D2.2 BMN/D3.0 BND, then turn LEFT to VOR climbing to 3000′.

Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′

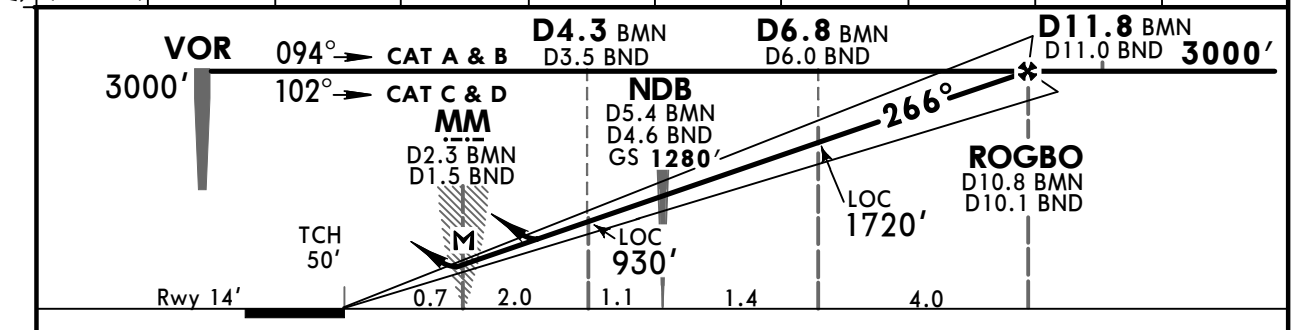
DME required.

2100
MSA BMN VOR

BRIEFING STRIP



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D2.3 BMN/D1.5 BND						

ALSF-II
REIL
PAPI

D2.2 BMN or D3.0 BND

Standard STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 214′ (200′)			LOC (GS out) CDFA DA/MDA(H) 410′ (396′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-3A)

BREMEN, GERMANY
CAT II/III ILS Z Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

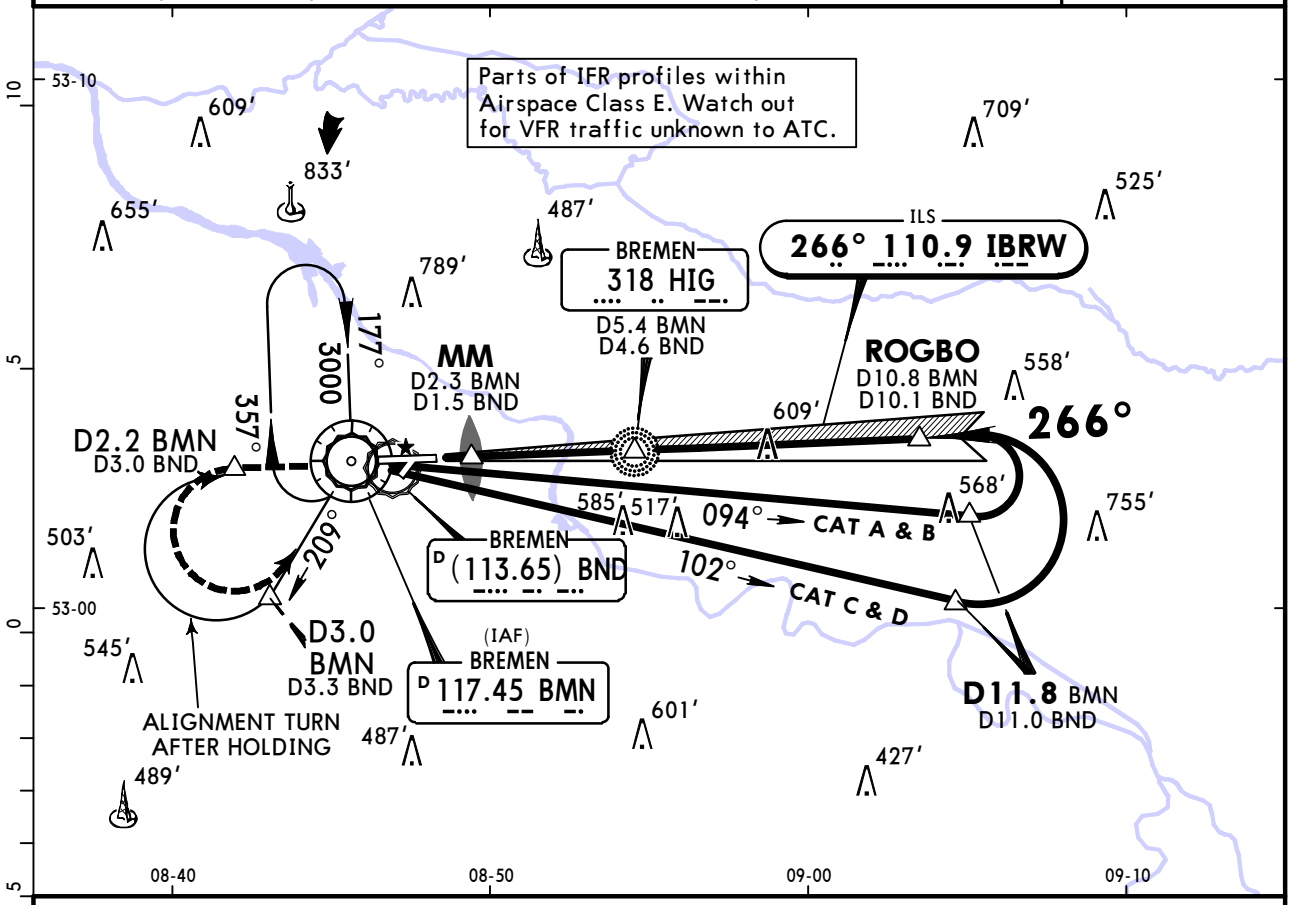
LOC IBRW 110.9	Final Apch Crs 266°	GS NDB 1280′ (1266′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 14′ Rwy 14′

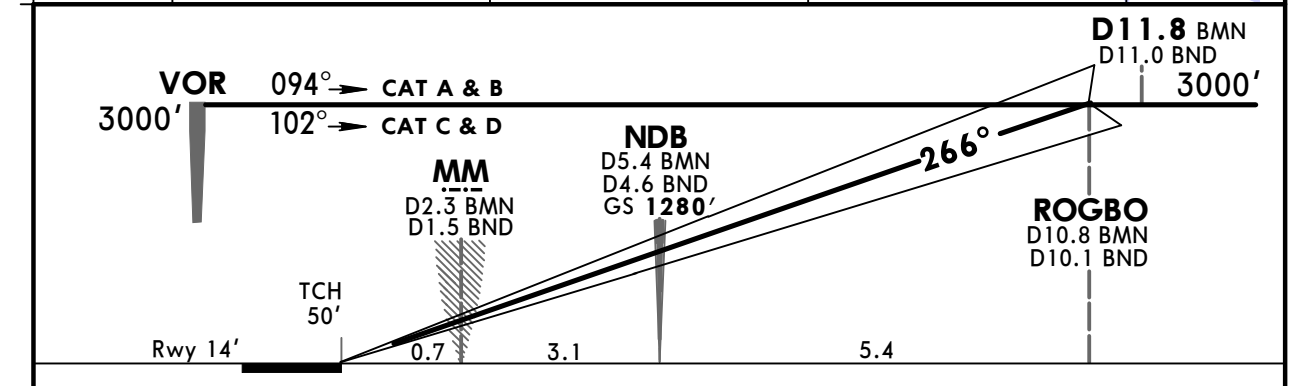
MISSED APCH: Climb STRAIGHT AHEAD to D2.2 BMN/D3.0 BND, then turn LEFT to VOR climbing to 3000′.

Alt Set: hPa(IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. Special Aircrew & Acft Certification Required.

2100
MSA BMN VOR





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

ALSF-II
REIL
PAPI

D2.2 BMN or D3.0 BND

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **27**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	**RA 100′** DA(H) **114′** (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-4)

BREMEN, GERMANY
ILS Y Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

LOC IBRW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
110.9	266°	DWØ1Ø 1900′ (1886′)	214′ (200′)	Rwy 14′

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′

2100
MSA BMN VOR

DME required.
GPS required.
A-RNP/RNP-1,
RF-LEG required.

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

RF-LEG information

DWØ41 - DWØ11	8.6 NM ARC R
DWØ43 - DWØ44	4.3 NM ARC R
DWØ14 - DWØ11	4.7 NM ARC L
DWØ4Ø - DWØ11	7.3 NM ARC L

(IAF) GIBMA
MAX 220 KT
MAX 9200′
MIN 5000′
11.4 107°

DWØ41
MAX 6000′
MIN 3900′

(IAF) EKROV
NOT TO SCALE
MAX 220 KT
MAX FL80
MIN 5000′

DWØ44 3400′
DWØ43 MAX 7000′ MIN 3400′
8.4 255°
1 225° 2.2

MAX 230 KT
MAX FL100
MHA 3000′

ILS 266° 110.9 IBRW

MM
D2.3 BMN
D1.5 BND

177°
D2.2 BMN 357°
D3.0 BND

DWØ1Ø 266° DWØ11 (IF)

BREMEN D (113.65) BND

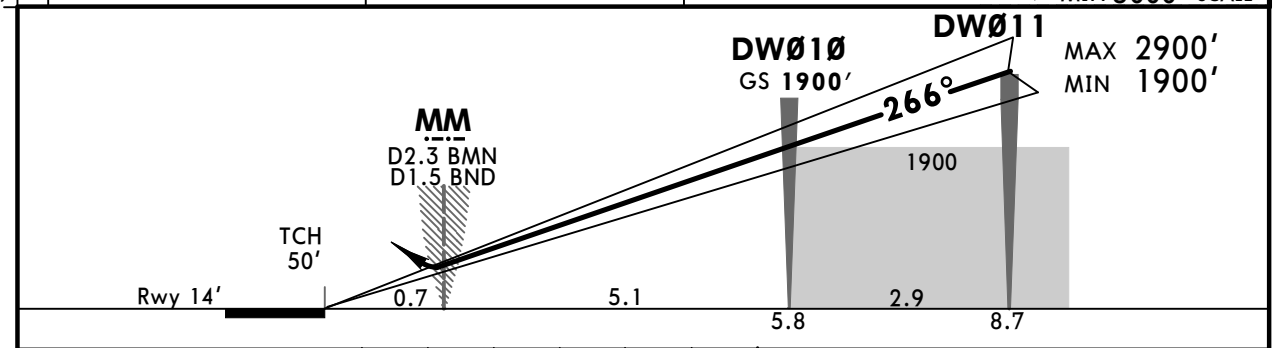
BREMEN D 117.45 BMN

DWØ14
MAX 4400′
MIN 3400′

(IAF) PIXUR
MAX 220 KT
MAX FL90
MIN 5000′
9.6 084°

DWØ4Ø
MAX 5200′
MIN 3500′

(IAF) VERED
MAX 220 KT
MAX FL80
MIN 5000′
NOT TO SCALE
340° 7.4



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

ALSF-II
REIL
PAPI

D2.2 BMN or D3.0 BND

Standard

STRAIGHT-IN LANDING RWY **27**
ILS

DA(H) **214′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	RVR 550m	RVR 550m 1	RVR 1200m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (11-4A)

BREMEN, GERMANY
CAT II/III ILS Y Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

LOC IBRW	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 14′ Rwy 14′
110.9	266°	DWØ1Ø 1900′ (1886′)		

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′

Special Aircrew & Acft Certification Required.

2100
MSA BMN VOR

(IAF) GIBMA
MAX 220 KT
MAX 9200′
MIN 5000′

11.4 107°

DME required.
GPS required.
A-RNP/RNP-1,
RF-LEG required.

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

RF-LEG information

DWØ41 - DWØ11	8.6 NM ARC R
DWØ43 - DWØ44	4.3 NM ARC R
DWØ14 - DWØ11	4.7 NM ARC L
DWØ4Ø - DWØ11	7.3 NM ARC L

DWØ41
MAX 6000′
MIN 3900′

NOT TO SCALE

(IAF) EKROV
MAX 220 KT
MAX FL80
MIN 5000′

DWØ44 3400′

DWØ43
MAX7000′
MIN 3400′

225° 2.2

MAX 230 KT
MAX FL100
MHA 3000′

ILS
266° 110.9 IBRW

MM
D2.3 BMN
D1.5 BND

D2.2 BMN
D3.0 BND

DWØ1Ø 266° DWØ11 (IF)

BREMEN
(113.65) BND

BREMEN
117.45 BMN

DWØ14
MAX 4400′
MIN 3400′

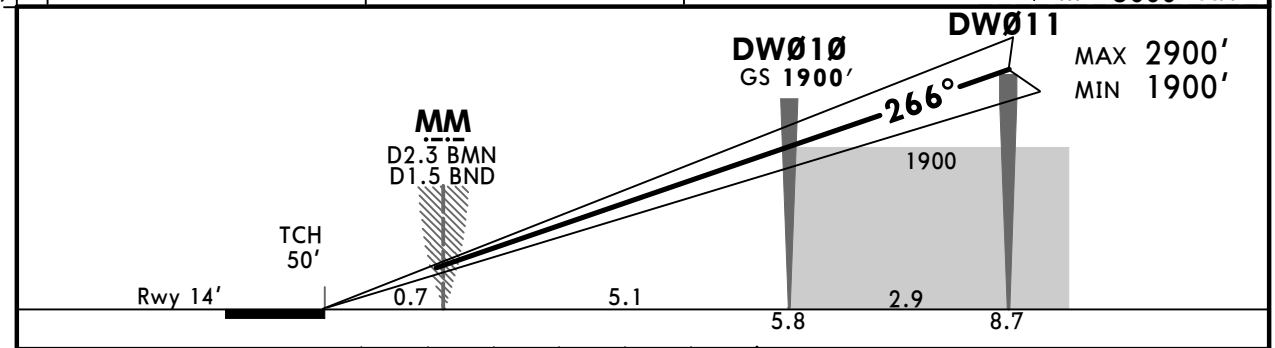
(IAF) PIXUR
MAX 220 KT
MAX FL90
MIN 5000′

9.6 084°

DWØ4Ø
MAX5200′
MIN 3500′

(IAF) VERED
MAX 220 KT
MAX FL80
MIN 5000′
NOT TO SCALE

7.4 340°



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

ALSF-II
REIL
PAPI

D2.2 BMN or D3.0 BND

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 114′ (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (12-1)

BREMEN, GERMANY
RNP Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

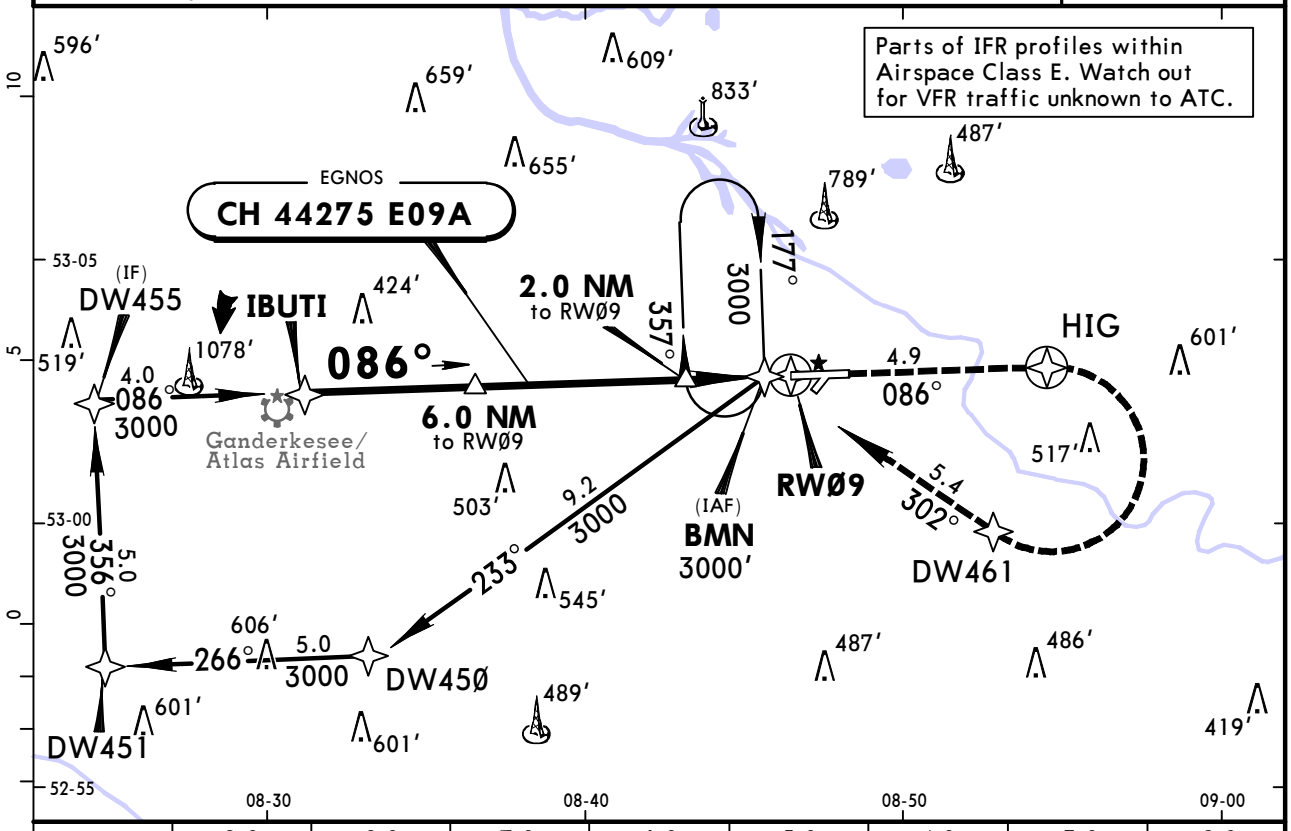
BRIEFING STRIP™

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 14′
Ch 44275 E09A	**086°**	**IBUTI** **3000′** (2987′)	**213′** (200′)	Rwy 13′

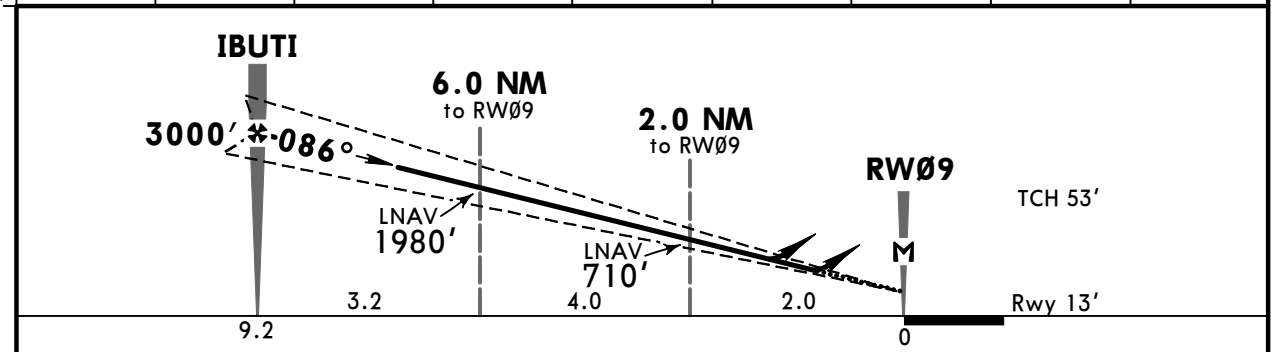
MISSED APCH: Climb on 086° to HIG, then turn RIGHT direct to DW461 and then to BMN climbing to 3000′.

2100′
MSA
ARP

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.



DIST to RWØ9	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2940′	2620′	2300′	1980′	1660′	1340′	1030′	710′



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 RWØ9							

ALSF-II
REIL
PAPI

HIG on 086°

Standard STRAIGHT-IN LANDING RWY **09**

PANS OPS

	LPV DA(H) 213′ (200′)			LNAV/VNAV DA(H) 410′ (397′)		LNAV CDFA DA/MDA(H) 410′ (397′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1100m	RVR 1500m
B							
C					RVR 1800m		RVR 1800m
D							

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

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (12-2)

BREMEN, GERMANY
RNP Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

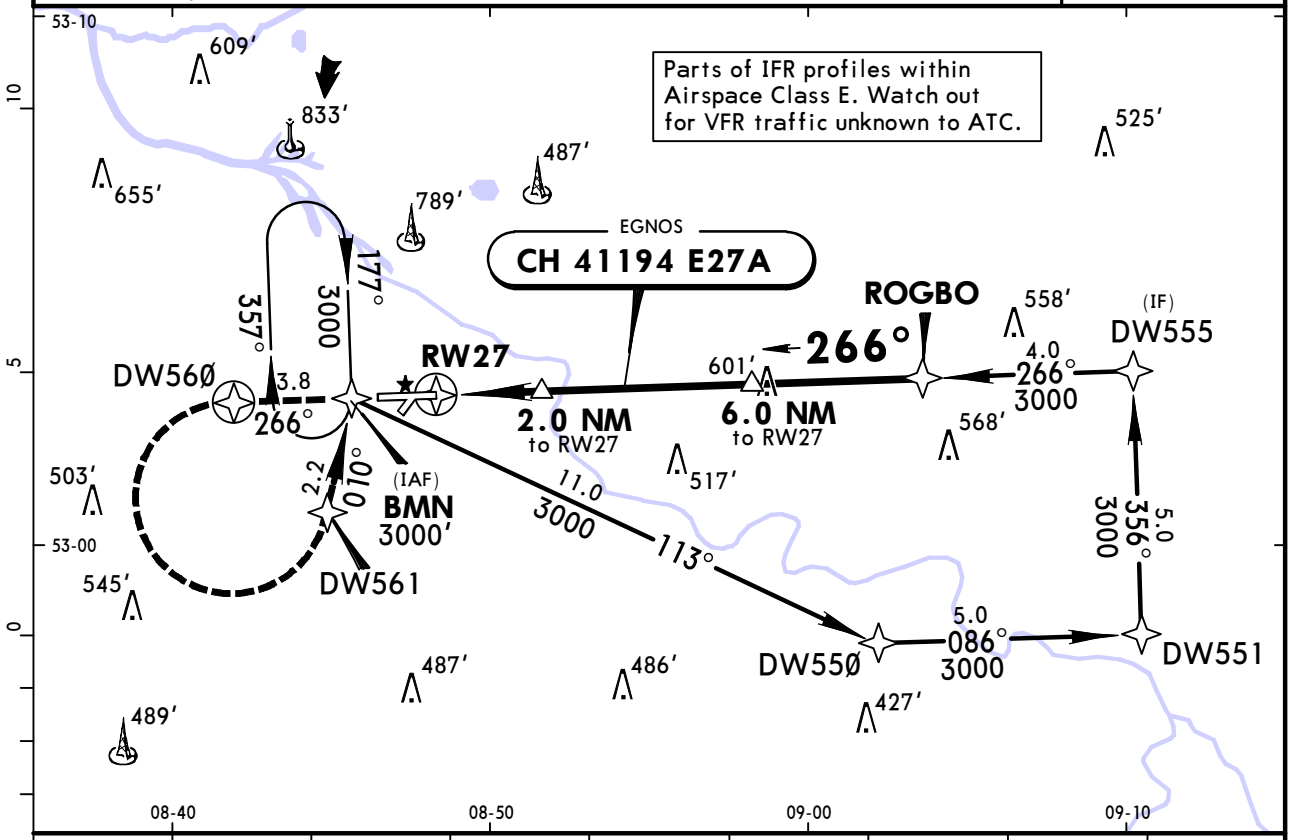
BRIEFING STRIP

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 14′
Ch 41194 E27A	266°	ROGBO 3000′ (2986′)	214′ (200′)	Rwy 14′

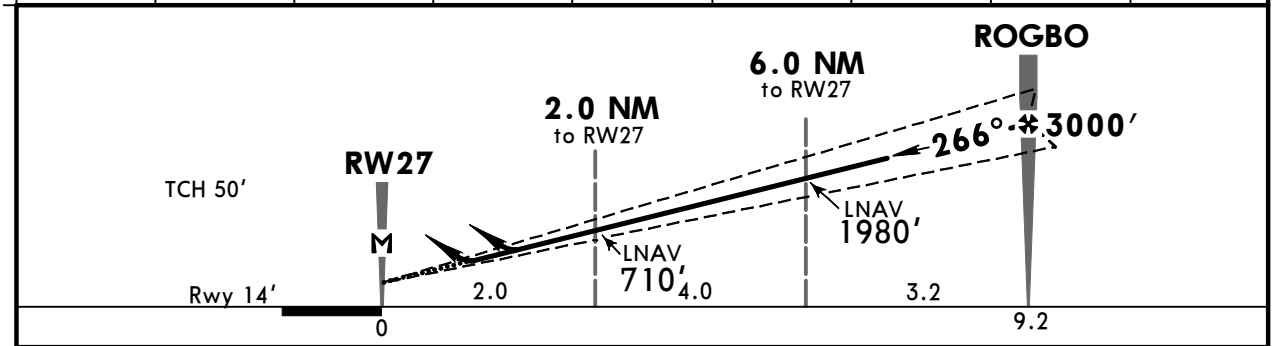
MISSED APCH: Climb on 266° to DW56Ø, then turn LEFT direct to DW561 and then to BMN climbing to 3000′.

2100′
MSA
ARP

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.



DIST to RW27	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	710′	1020′	1340′	1660′	1980′	2300′	2620′	2930′



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 RW27							

ALSF-II
REIL
PAPI

DW56Ø
DW561
LT

Standard STRAIGHT-IN LANDING RWY **27**

PANS OPS

	LPV DA(H) 214′ (200′)			LNAV/VNAV DA(H) 400′ (386′)		LNAV CDFA DA/MDA(H) 400′ (386′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1100m	RVR 1500m
B							
C					RVR 1800m		RVR 1800m
D							

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

CHANGES: Communications.

EDDW/BRE BREMEN

JEPPESEN

13 NOV 20 (12-40)

BREMEN, GERMANY GLS Z Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 14′
Ch 21990 G09A	**086°**	**IBUTI** **3000′** (2987′)	**213′** (200′)	Rwy 13′

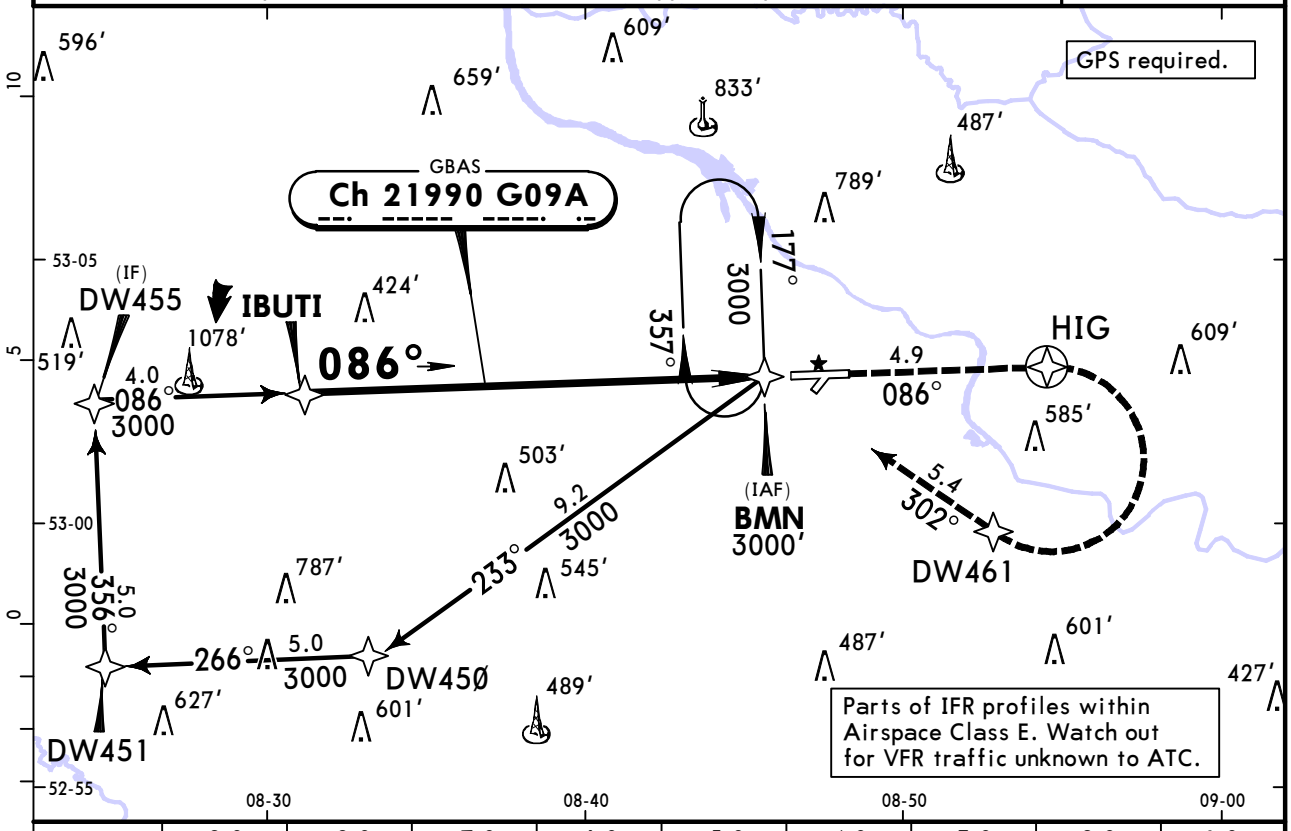
MISSED APCH: Climb on 086° to HIG, then turn RIGHT direct to DW461 and then to BMN climbing to 3000′.

2100

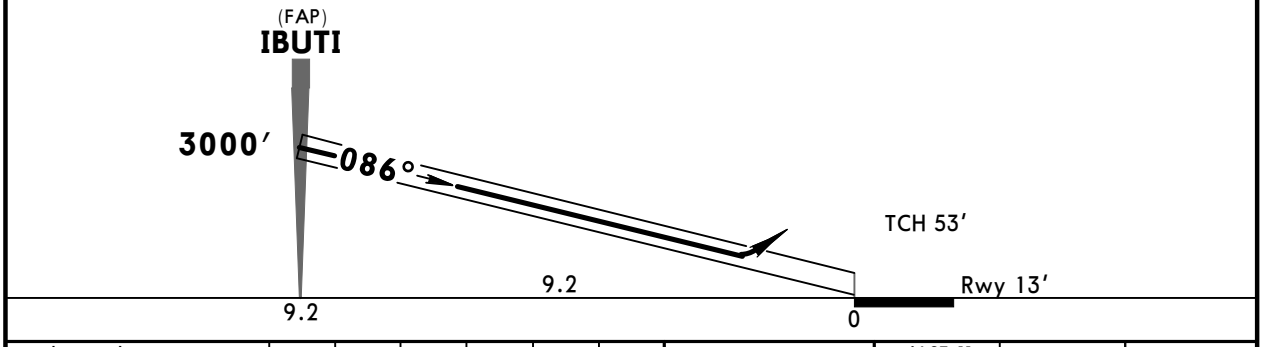
MSA ARP

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.



DIST to THR	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2940′	2620′	2300′	1980′	1660′	1340′	1030′	710′	390′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
REIL
PAPI

HIG on 086°

Standard

STRAIGHT-IN LANDING RWY **09**

GLS

DA(H) **213′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	RVR 550m	RVR 550m **1**	RVR 1200m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE BREMEN

JEPPESEN

13 NOV 20 (12-41)

BREMEN, GERMANY GLS Y Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 14′
Ch 20757 G09D	**086°**	**DW050** **1700′** (1687′)	**213′** (200′)	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′

Aircraft must be capable and certified for GLS CAT I approach operations.

2100

MSA ARP

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

507′

RF-LEG information
DW057 - DW051 7.1 NM ARC L
DW053 - DW051 7.2 NM ARC R

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

53-10 596′ GPS required. A-RNP/RNP-1, RF-LEG required.

(IAF) GIBMA MAX 220 KT MAX 8500′ MIN 5000′ 181° 2.6

DW049 4500′ 9.0 to DW057 250°

DW059 3900′ 609′ 4.1 250°

DW057 MAX 5200′ MIN 3300′ 659′

269° 15.4

(IAF) EKROV MAX FL110 MIN 5000′

DW054 MAX 220 KT 269° 12.8

NOT TO SCALE

833′

MAX 230 KT MAX FL100 MHA 3000′ 789′

487′

(IAF) ARGUV by ATC MAX 220 KT MAX 5000′ MIN 3000′ 7.1 105° 519′

GBAS Ch 20757 G09D

424′

(IF) DW051 DW050

357° 177°

HIG 4.9 086° 609′ 585′

1078′

086° 503′

BMN

53-00 7.1 066°

5.4 302° DW461

(IAF) EMBIV by ATC MAX 220 KT MAX 5000′ MIN 3000′

787′ DW053 MAX 4900′ MIN 3400′ 545′

269° 8.2

(IAF) PIXUR MAX 220 KT MAX FL90 MIN 5000′ 487′ 601′

08-30 08-40 08-50 09-00

DIST to THR	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2940′	2620′	2300′	1980′	1660′	1340′	1030′	710′	390′

MAX 2600′ MIN 1700′

DW051 (FAP) DW050 1700′ 086°

1700

2.7

7.8 5.1 5.1 0

TCH 53′ Rwy 13′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI

HIG on 086°

Standard

STRAIGHT-IN LANDING RWY **09**

GLS

DA(H) **213′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	RVR 550m	RVR 550m 1	RVR 1200m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE BREMEN

JEPPESEN

13 NOV 20 (12-42)

BREMEN, GERMANY GLS Z Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

BRIEFING STRIP™

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 14′
Ch 21168 G27B	**266°**	**ROGBO** **3000′** (2986′)	**214′** (200′)	Rwy 14′

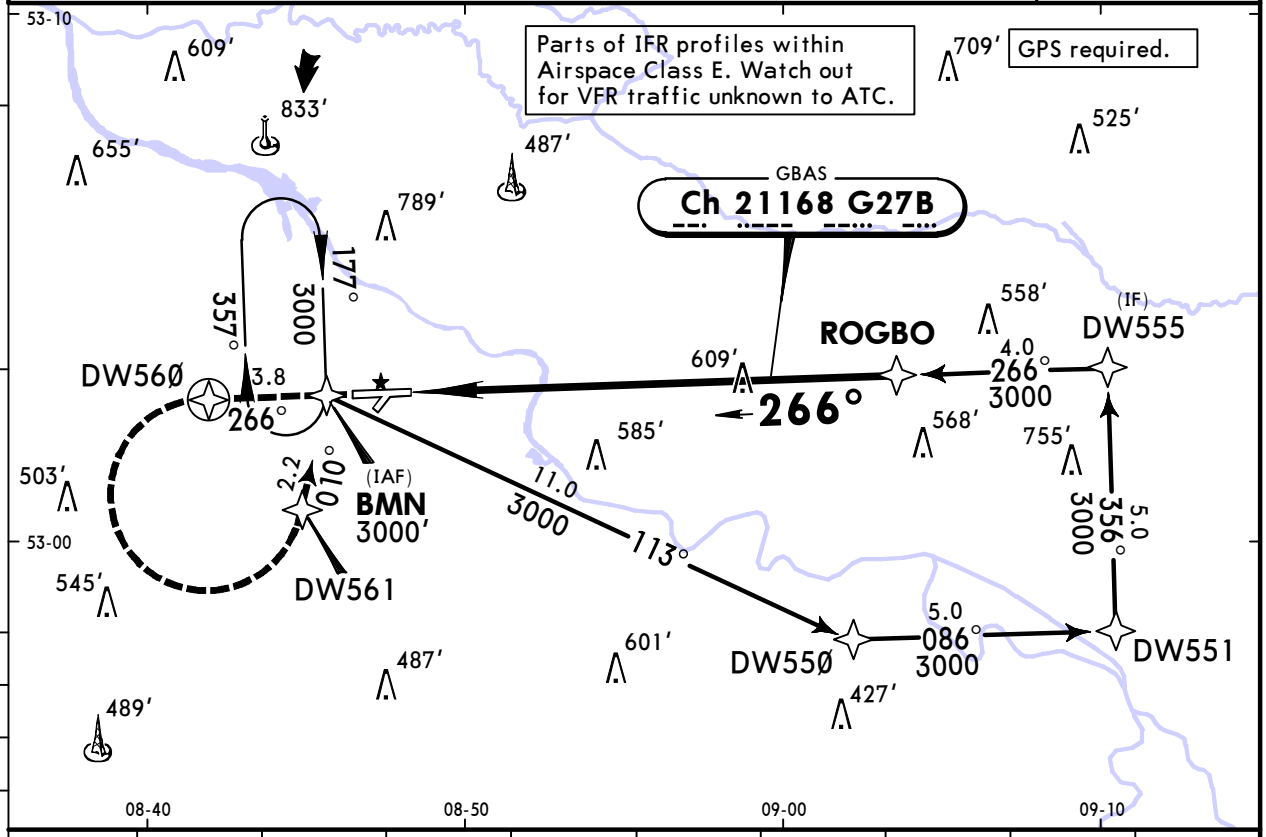
MISSED APCH: Climb on 266° to DW56Ø, then turn LEFT direct to DW561 and then to BMN climbing to 3000′.

2100

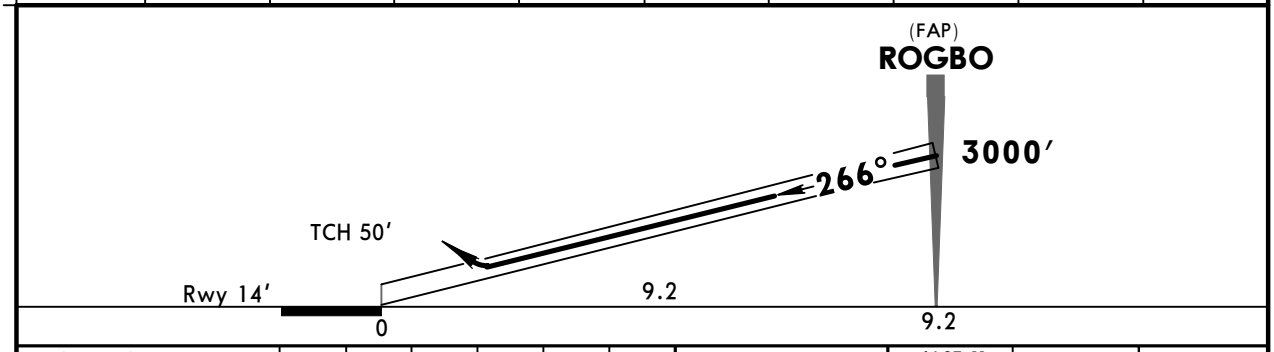
MSA ARP

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.



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	390′	710′	1020′	1340′	1660′	1980′	2300′	2620′	2930′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
REIL
PAPI

DW56Ø on 266°

Standard

STRAIGHT-IN LANDING RWY **27**

GLS

DA(H) **214′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	RVR 550m	RVR 550m 1	RVR 1200m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (12-43)

BREMEN, GERMANY
GLS Y Rwy 27

BRIEFING STRIP™

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 14′
Ch 21579 G27E	**266°**	**DW01Ø** **1900′** (1886′)	**214′** (200′)	Rwy 14′

MISSED APCH: Climb on 266° to DW56Ø , 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.

2100
MSA ARP

(IAF) GIBMA
MAX 220 KT
MAX 9200′
MIN 5000′

11.4 107°

GPS required.
A-RNP/RNP-1,
RF-LEG required.

522′
DW041
MAX 6000′
MIN 3900′
709′

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

RF-LEG information
DW041 - DW011 8.6 NM ARC R
DW043 - DW044 4.3 NM ARC R
DW014 - DW011 4.7 NM ARC L
DW04Ø - DW011 7.3 NM ARC L

53-10
609′

833′
MAX 230 KT
MAX FL100
MHA 3000′

789′
487′
GBAS
Ch 21579 G27E

177°
357°

DW56Ø
266° 3.8
BMN

(IF) DW011
DW01Ø
266°
609′

558′
255° 8.4

NOT TO SCALE
(IAF) EKROV
MAX 220 KT
MAX FL80
MIN 5000′
525′
DW044
3400′
DW043
MAX 7000′
MIN 3400′
225° 2.2

585′
568′
755′

443′
010° 2.2
DW561

Continuous descent from IAF (or published descent-fix) should be applied. Level segments should be avoided.

DW014
MAX 4400′
MIN 3400′
662′

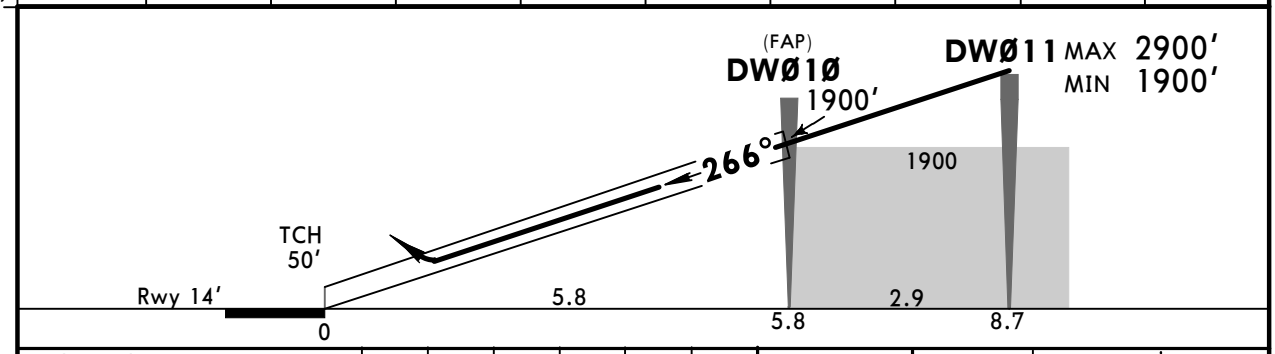
53-00
508′

(IAF) PIXUR
MAX 220 KT
MAX FL90
MIN 5000′
9.6 084°
487′
601′
427′
DW04Ø
MAX 5200′
MIN 3500′

340° 7.4
(IAF) VERED
MAX 220 KT
MAX FL80
MIN 5000′
NOT TO SCALE

08-40 08-50 09-00

DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	390′	710′	1020′	1340′	1660′	1980′	2300′	2620′	2930′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
REIL
PAPI

DW56Ø on 266°

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 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (13-1)

BREMEN, GERMANY
VOR Rwy 09

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

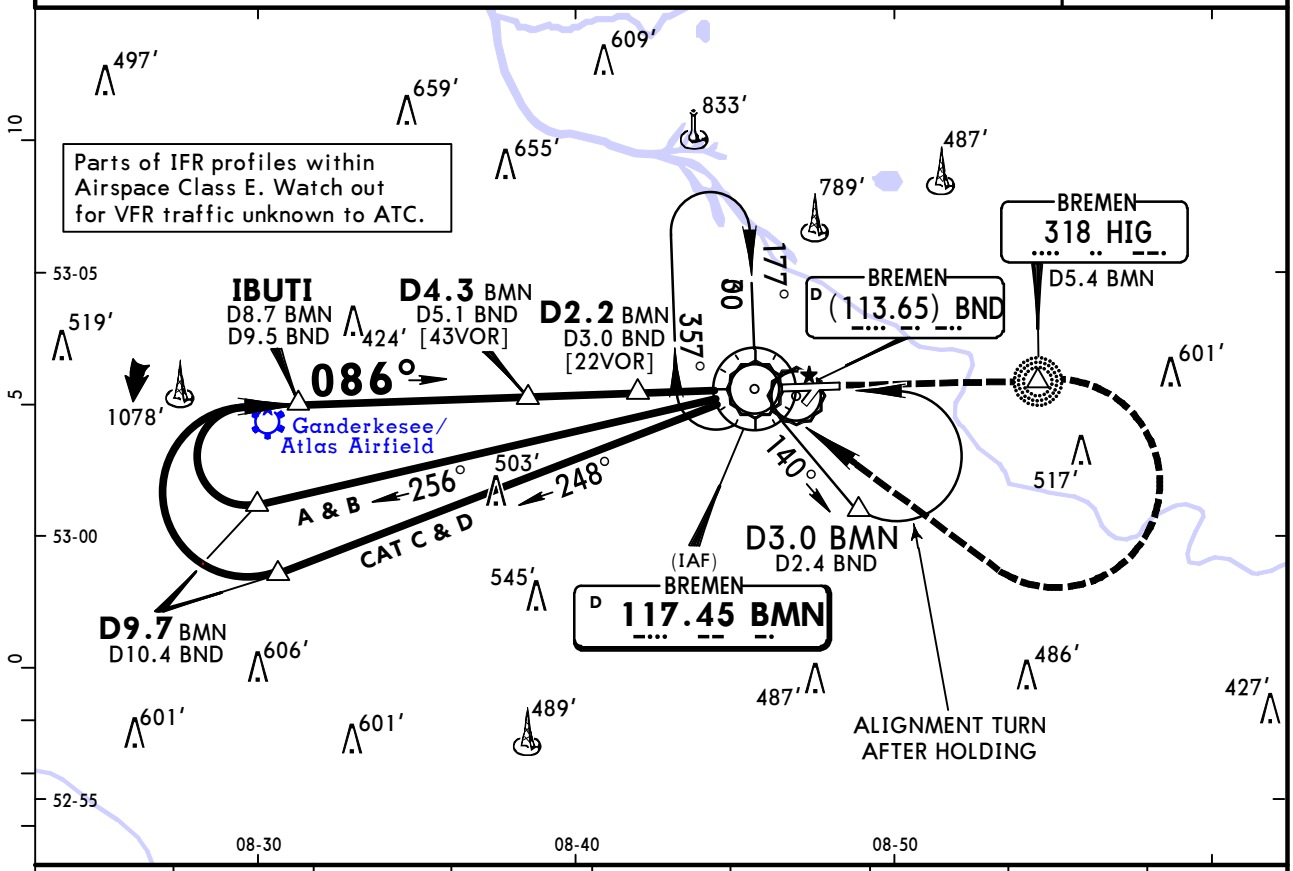
BRIEFING STRIP™

VOR BMN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 14′
117.45	086°	IBUTI 3000′ (2987′)	490′ (477′)	Rwy 13′

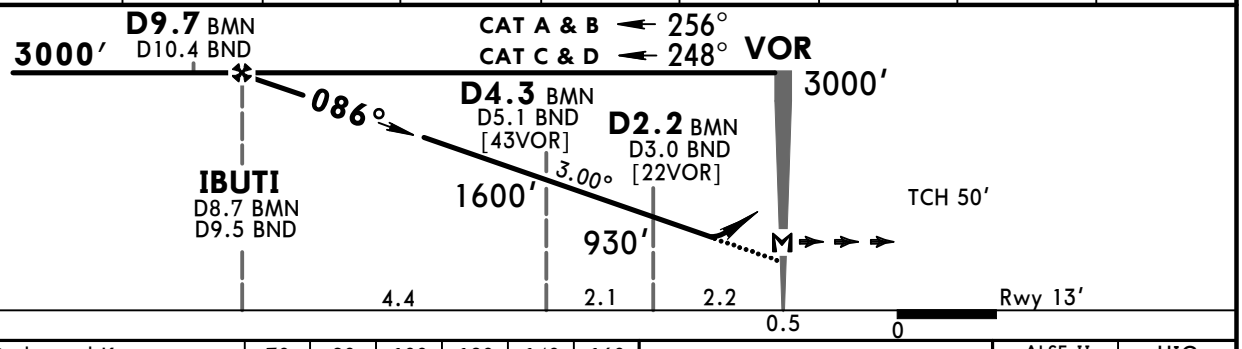
MISSED APCH: Climb STRAIGHT AHEAD to NDB (D5.4 BMN), then turn RIGHT to VOR climbing to 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′
DME required.

2100′
MSA BMN VOR



BMN DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2780′	2460′	2140′	1820′	1500′	1190′	870′	550′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II
REIL
PAPI

HIG
318

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09**

DA(H) **490′** (477′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2200m
D		

CHANGES: Communications.

EDDW/BRE
BREMEN

JEPPESEN
13 NOV 20 (13-2)

BREMEN, GERMANY
VOR Rwy 27

D-ATIS	BREMEN Radar (APP)	*BREMEN Tower	*Ground
132.380	124.8	120.330 134.830	121.755

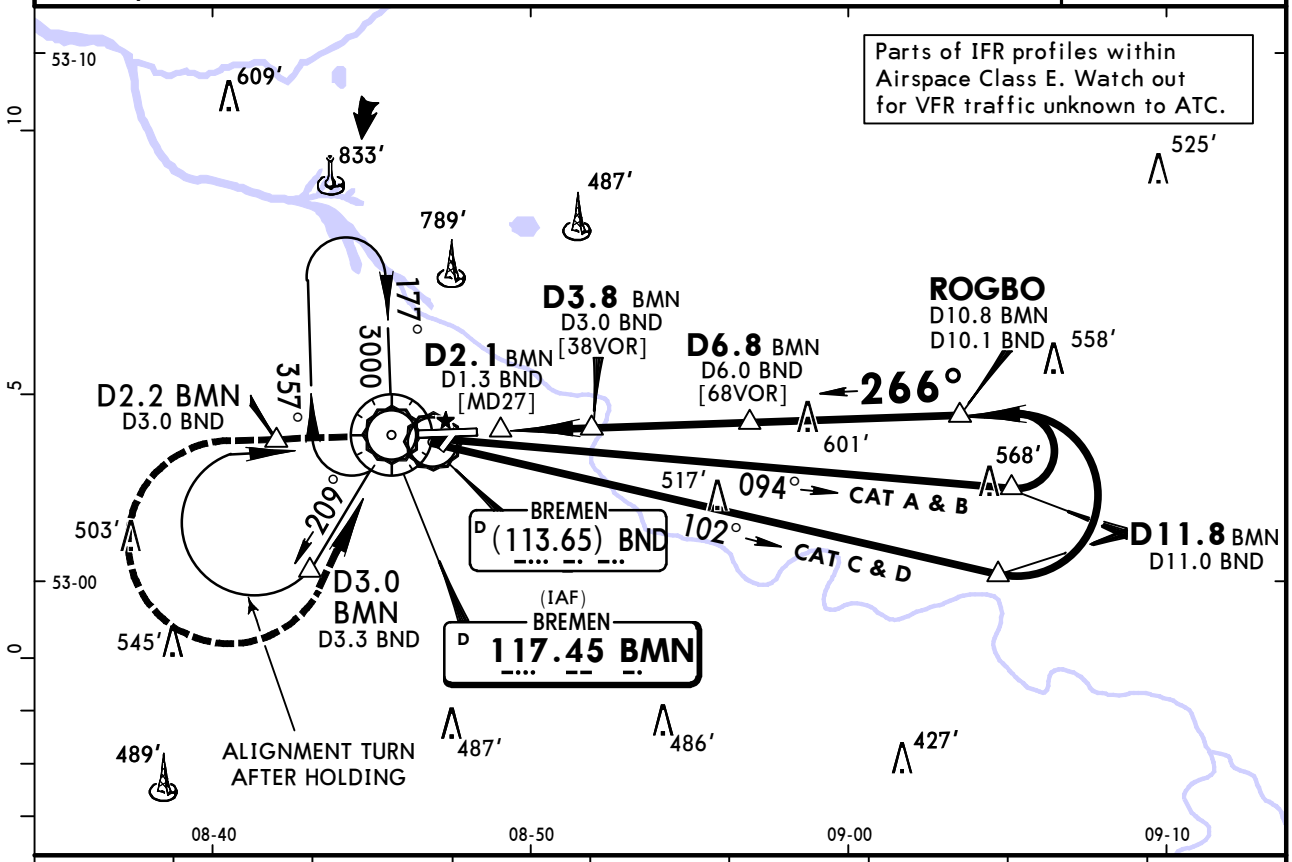
BRIEFING STRIP™

VOR BMN	Final Apch Crs	Minimum Alt ROGBO	DA(H)	Apt Elev 14′ Rwy 14′
117.45	266°	3000′ (2986′)	480′ (466′)	

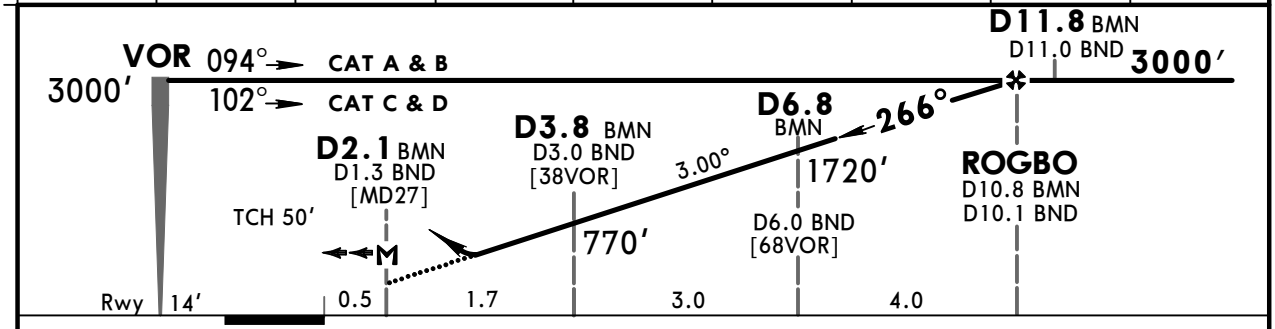
MISSED APCH: Climb STRAIGHT AHEAD to D2.2 BMN/D3.0 BND, then turn LEFT to VOR climbing to 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′
DME required.

2100′
MSA BMN VOR



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.1 BMN/D1.3 BND							

ALSF-II
REIL
PAPI

D2.2 BMN or D3.0 BND

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

DA(H) **480′** (466′)

	ALS out
A B	RVR 1500m
C D	RVR 1500m / CMV 2200m

CHANGES: Communications.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BREMEN, (BREMEN - EDDW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDW

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

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. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.