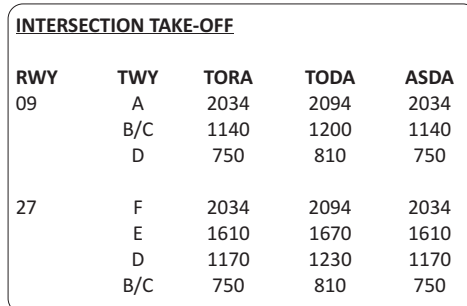




Do not use for real life navigation

ATIS 120.120

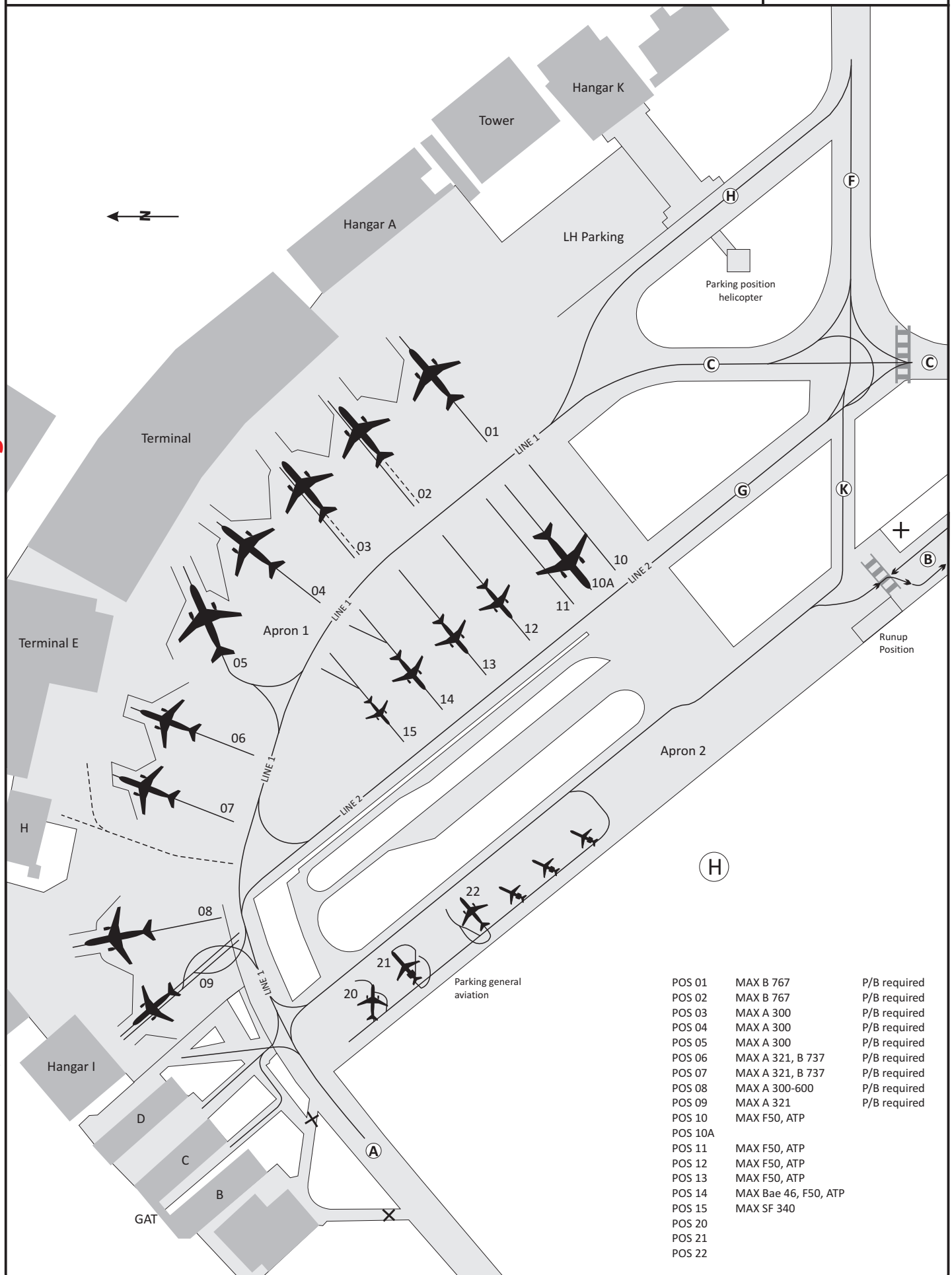
DELIVERY
GROUND134.820
121.750

TOWER

120.325

Apt Elev
14'
Do not use for real life navigation

Revision: 2009-11-19 - CHANGES: Layout, communication.



POS 01	MAX B 767	P/B required
POS 02	MAX B 767	P/B required
POS 03	MAX A 300	P/B required
POS 04	MAX A 300	P/B required
POS 05	MAX A 300	P/B required
POS 06	MAX A 321, B 737	P/B required
POS 07	MAX A 321, B 737	P/B required
POS 08	MAX A 300-600	P/B required
POS 09	MAX A 321	P/B required
POS 10	MAX F50, ATP	P/B required
POS 10A		
POS 11	MAX F50, ATP	
POS 12	MAX F50, ATP	
POS 13	MAX F50, ATP	
POS 14	MAX Bae 46, F50, ATP	
POS 15	MAX SF 340	
POS 20		
POS 21		
POS 22		

VATSIM Germany

Standard Instrument Departure Chart

Bremen
EDDW
SID
RWY 09

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
EEL 4Q	EELDE FOUR QUEBEC On bearing 086° HIG inbound HIG (R086 BMN) to 3.2 DME BMN (2.5 DME BND); RT, on heading 143° to cross R106 BMN (5.1 DME BND); RT, on track 267° to DW096; RT, on track 291° to ABDIM (Δ); LT, on track 277° to EEL (Δ). GPS/FMS RNAV: [A500+] - DW090[R] - DW091 - DW093[R] - DW094[R] - DW095 - DW096[R] - ABDIM[L] - EEL.	4000 ft	Bremen Radar 124.800*	1. After passing 2000 BRNAV equipment necessary. 2. SID crossing ED-R 202/ ED-R 302 (TRA). In case of military activities expect rerouting via EEL E.
EEL 5E	EELDE FIVE ECHO On bearing 086° HIG inbound HIG (R086 BMN) via HIG to 6.1 DME BMN (5.3 DME BND); LT, on heading 005° to intercept bearing 340° WSN inbound WSN, at 16.4 DME BMN (16.3 DME BND) LT, on track 261° via DOTOB (Δ) to EEL (Δ). GPS/FMS RNAV: [A500+] - DW100[L] - DW101[L] - WSN[L] - DOTOB - EEL.			After passing 16.4 DME BMN (16.3 DME BND) BRNAV equipment necessary.
WSN 1M	WESER ONE MIKE On bearing 086° HIG inbound HIG / R086 BMN via HIG to 6.1 DME BMN / 5.3 DME BND; LT, on heading 005° to intercept bearing 340° WSN inbound WSN (Δ). GPS/FMS RNAV: [A500+] - DW100[L] - DW101[L] - WSN.			
GESTO 7M	GESTO SEVEN MIKE On bearing 086° HIG inbound HIG / R086 BMN to HIG / 5.4 DME BMN; LT, on bearing 068° HIG outbound HIG to intercept R079 BMN via UDADO (Δ) to GESTO (Δ). GPS/FMS RNAV: [A500+] - HIG[L] - DW098[R] - UDADO - GESTO.			
NIE 4Q	NIENBURG FOUR QUEBEC On bearing 086° inbound HIG (R086 BMN) to 3.2 DME BMN (2.5 DME BND); RT, on heading 143° to intercept and follow R323 NIE via OGBAT (Δ) to NIE (Δ). GPS/FMS RNAV: [A500+] - DW090[R] - DW091 - OGBAT - NIE.			
ERLAD 3Q	ERLAD THREE QUEBEC On bearing 086° inbound HIG (R086 BMN) to 3.2 DME BMN (2.5 DME BND); RT, on heading 143° to intercept bearing 174° HIG outbound HIG (track 174°) to ERLAD (Δ). Climb with 4.8% (290 ft/NM) or more until passing 2000. GPS/FMS RNAV: [A500+] - DW090[R] - DW091 - DW092[R] - ERLAD.			1. PDG due to Airspace structure. 2. After passing 2000 BRNAV equipment necessary.
BASUM 4Q	BASUM FOUR QUEBEC On bearing 086° HIG inbound HIG (R086 BMN) to 3.2 DME BMN (2.5 DME BND); RT, on heading 143° to cross R106 BMN (5.1 DME BND); RT, on track 199° to BASUM (Δ). Climb with 4.8% (290 ft/NM) or more until passing 2000. GPS/FMS RNAV: [A500+] - DW090[R] - DW091 - DW097[R] - BASUM.			1. PDG due to Airspace structure. 2. After passing 2000 BRNAV equipment necessary

(Sample: DW090 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediatley after take-off!

VATSIM Germany Standard Instrument Departure Chart

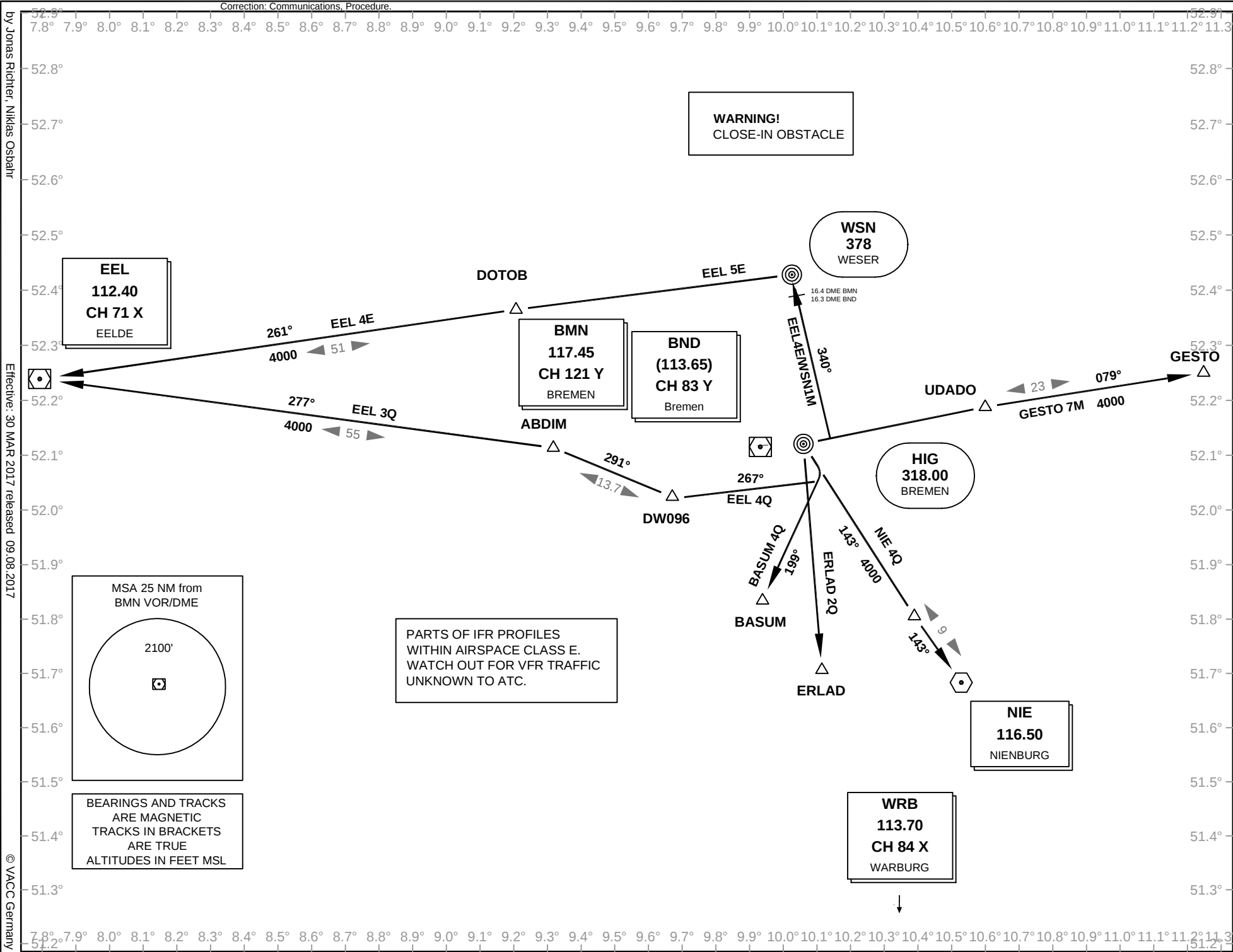
Bremen
EDDW

Transition Altitude: 4000 ft
VAR: 2° E

Bremen Radar 125.850
Bremen Radar 124.800

Tower 120.320
Ground 121.750
Delivery 134.820
ATIS 132.370

SID
RWY 09



VATSIM Germany

Standard Instrument Departure Chart

Bremen
EDDW
SID
RWY 27

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
EEL 9K	EELDE NINE KILO Climb via BMN on R268 BMN to ABDIM (Δ); RT, on track 277° to EEL (Δ). GPS/FMS RNAV: [A500+] - BMN - ABDIM[R] - EEL.	4000 ft	Bremen Radar 124.800*	1. After passing ABDIM BRNAV equipment necessary. 2. SID crossing ED-R 202/ ED-R 302 (TRA). In case of military activities expect rerouting via EEL W.
EEL 9W	EELDE NINE WHISKEY Climb straight ahead via BMN on R266 BMN (on bearing 266° HIG outbound HIG) to 1.7 DME BMN (2.5 DME BND); RT, on heading 358° to intercept R328 BMN, on R328 BMN to 17.5 DME BMN (18.0 DME BND); LT, on track 261° via DOTOB (Δ) to EEL (Δ). GPS/FMS RNAV: [A500+] - BMN - DW272[R] - DW282[L] - DW287[L] - DOTOB - EEL.			After passing 17.5 DME BMN (18.0 DME BND) BRNAV equipment necessary.
WSN 1K	WESER ONE KILO Climb straight ahead via BMN on R266 BMN / on bearing 266° HIG outbound HIG to 1.7 DME BMN / 2.5 DME BND; RT, on bearing 022° WSN inbound WSN (Δ). GPS/FMS RNAV: [A500+] - DW271[R] - DW285 - WSN.			
GESTO 4A	GESTO FOUR ALPHA Climb straight ahead to 500ft; LT, complete turn within 1.3 DME BND, on track 198° to 2.8 DME BMN / 3.1 DME BND; LT, on track 086° to DW284; LT, on track 071° to GESTO (Δ). Climb with 4.8% (290 ft/NM) or more until passing 2000. GPS/FMS RNAV: DW270 [A500+; L] - DW275[L] - DW284[L] - GESTO.			1. PDG due to Airspace structure. 2. After passing 2000 ft BRNAV equipment necessary. 3. If unable to comply file GESTO K.
GESTO 5K	GESTO FIVE KILO Climb straight ahead via BMN on R266 / on bearing 266° HIG outbound HIG to 1.7 DME BMN / 2.5 DME BND; LT, on track 131° until crossing bearing 227° from HIG / R181 BMN; LT on track 086° to DW284; LT, on track 071° to GESTO (Δ). GPS/FMS RNAV: [A500+] - DW271[L] - DW273 - DW278 [L] - DW284[L] - GESTO.			After crossing bearing 227° from HIG / R181 BMN BRNAV equipment necessary.
NIE 4Z	NIENBURG FOUR ZULU Climb straight ahead to 500ft; LT, complete turn within 1.3 DME BND, on track 198° to 2.8 DME BMN / 3.1 DME BND; LT, on R311 NIE via IBDAG (Δ) to NIE (Δ). GPS/FMS RNAV: DW270 [A500+; L] - DW276[L] - IBDAG - NIE.			If unable to comply file NIE K.
NIE 7K	NIENBURG SEVEN KILO Climb straight ahead via BMN on R266 BMN / on bearing 266° HIG outbound HIG to 1.7 DME BMN / 2.5 DME BND; LT, on track 131° to intercept R311 NIE via IBDAG (Δ) to NIE (Δ). GPS/FMS RNAV: [A500+] - DW271[L] - DW273 - IBDAG - NIE.			

(Sample: DW278 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediately after take-off!!!

VATSIM Germany Standard Instrument Departure Chart

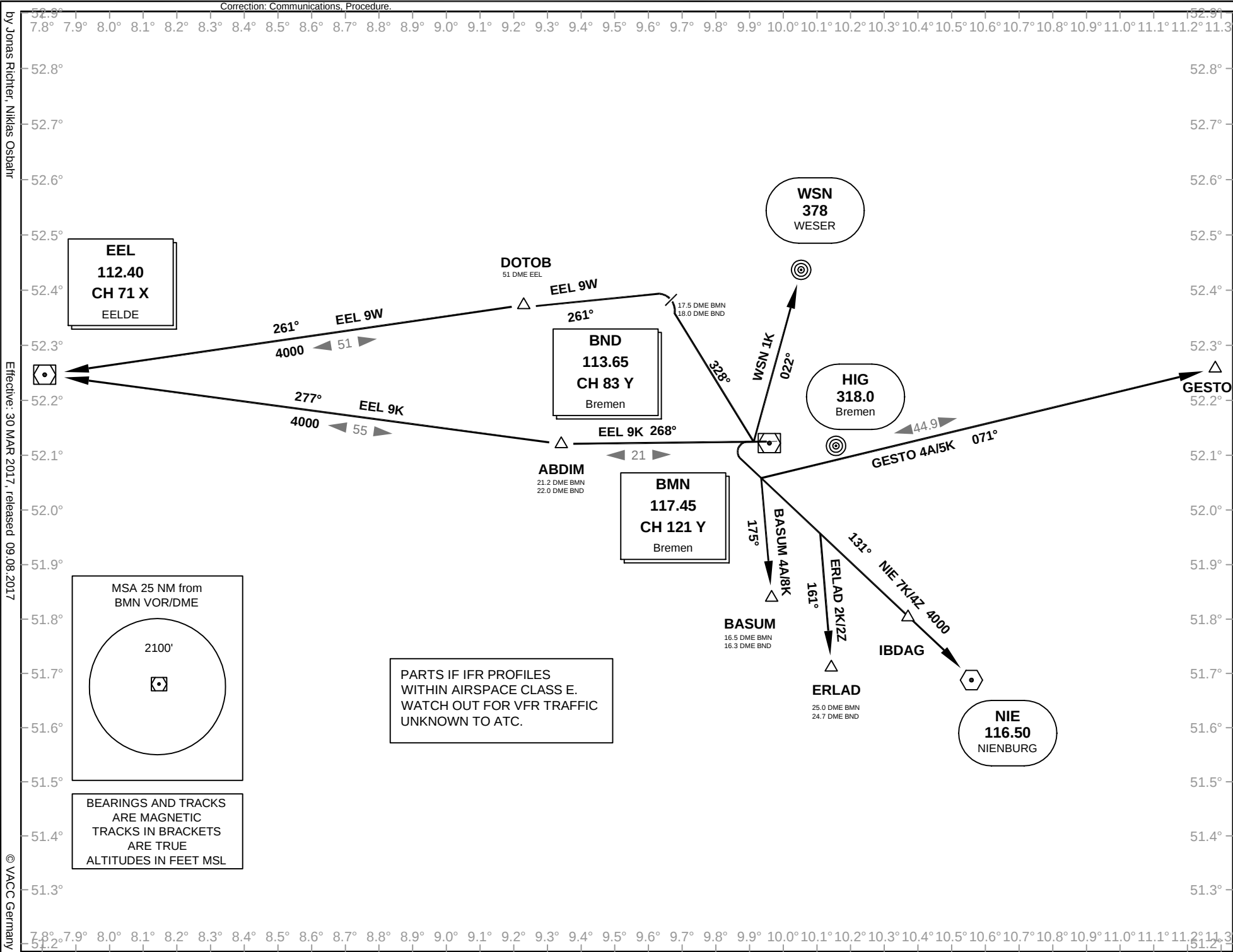
Transition Altitude: 5000ft

Bremen Radar 125.850
Bremen Radar 124.800

Tower 120.320
Ground 121.750
Delivery 134.820
ATIS 132.370

Bremen
EDDW
SID
RWY 27

VAR: 2° E



VATSIM Germany

Standard Instrument Arrival Chart

Bremen
EDDW
STAR
RWY09/27

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Cruising Level	Remarks
EKROV 2P	EKROV TWO PAPA Δ EKROV Δ Bremen DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect EKROV 09/27 Transition.
		254	25	4000	
GIBMA 2P	GIBMA TWO PAPA Δ GIBMA Δ Bremen DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect GIBMA09/27 Transition.
		181	10	4000	
PIXUR 3P	PIXUR THREE PAPA Δ PIXUR Δ Bremen DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PIXUR 09/27 Transition.
		347	5	4000	
VERED 3P	VERED THREE PAPA Δ VERED Δ Bremen DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect VERED 09/27 Transition.
		297	19	4000	

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.
VAR: 2° E

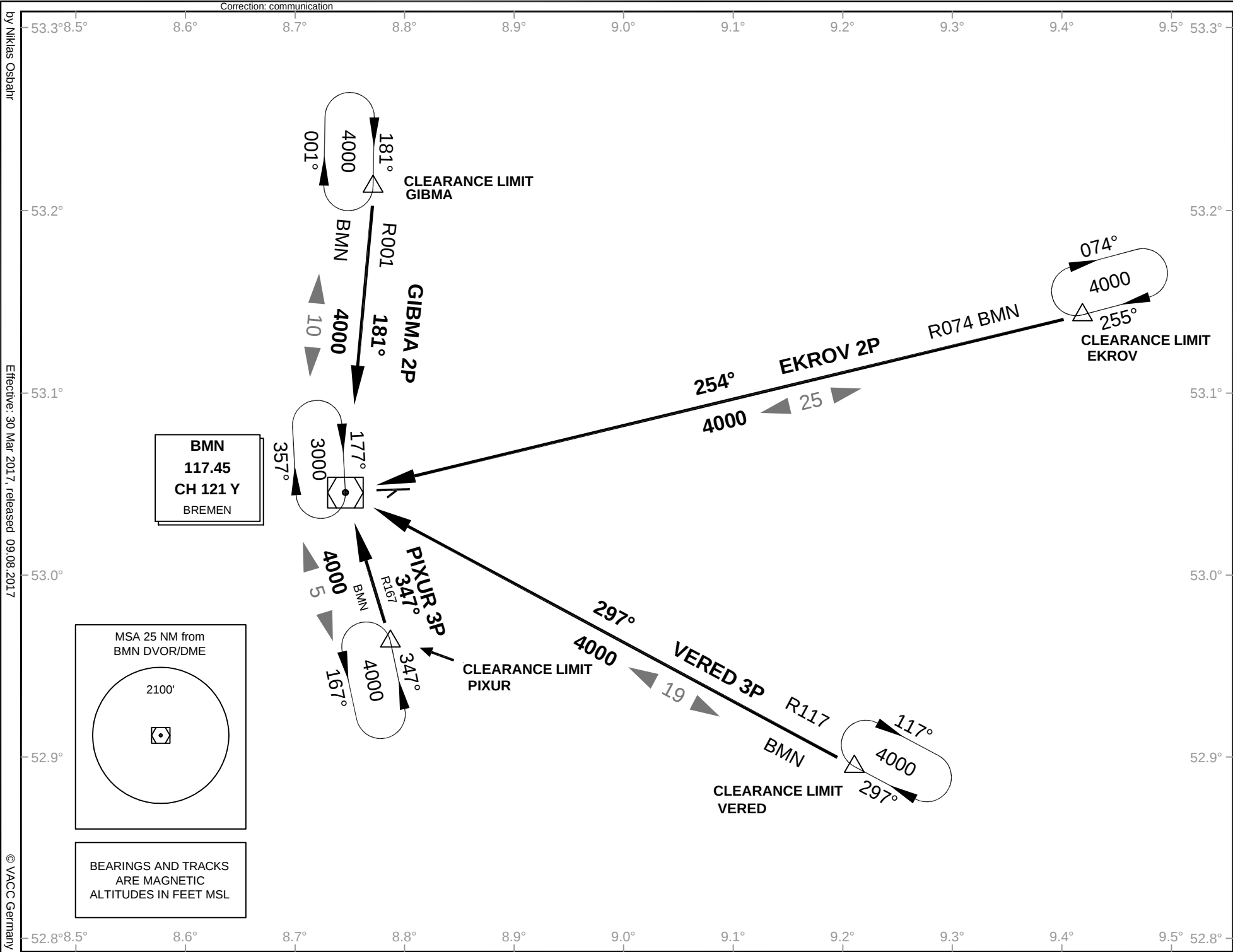
Bremen Radar 124.800

ATIS 132.370

Director 125.850

Tower 120.320
Ground 121.750

Bremen
EDDW
STAR
RWY 09/27



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Bremen
EDDW

ATIS 132.370

Transition Altitude: 5000 ft.

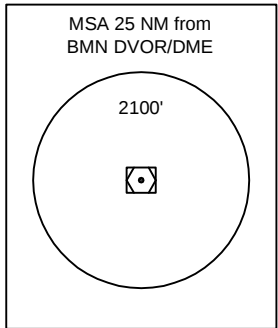
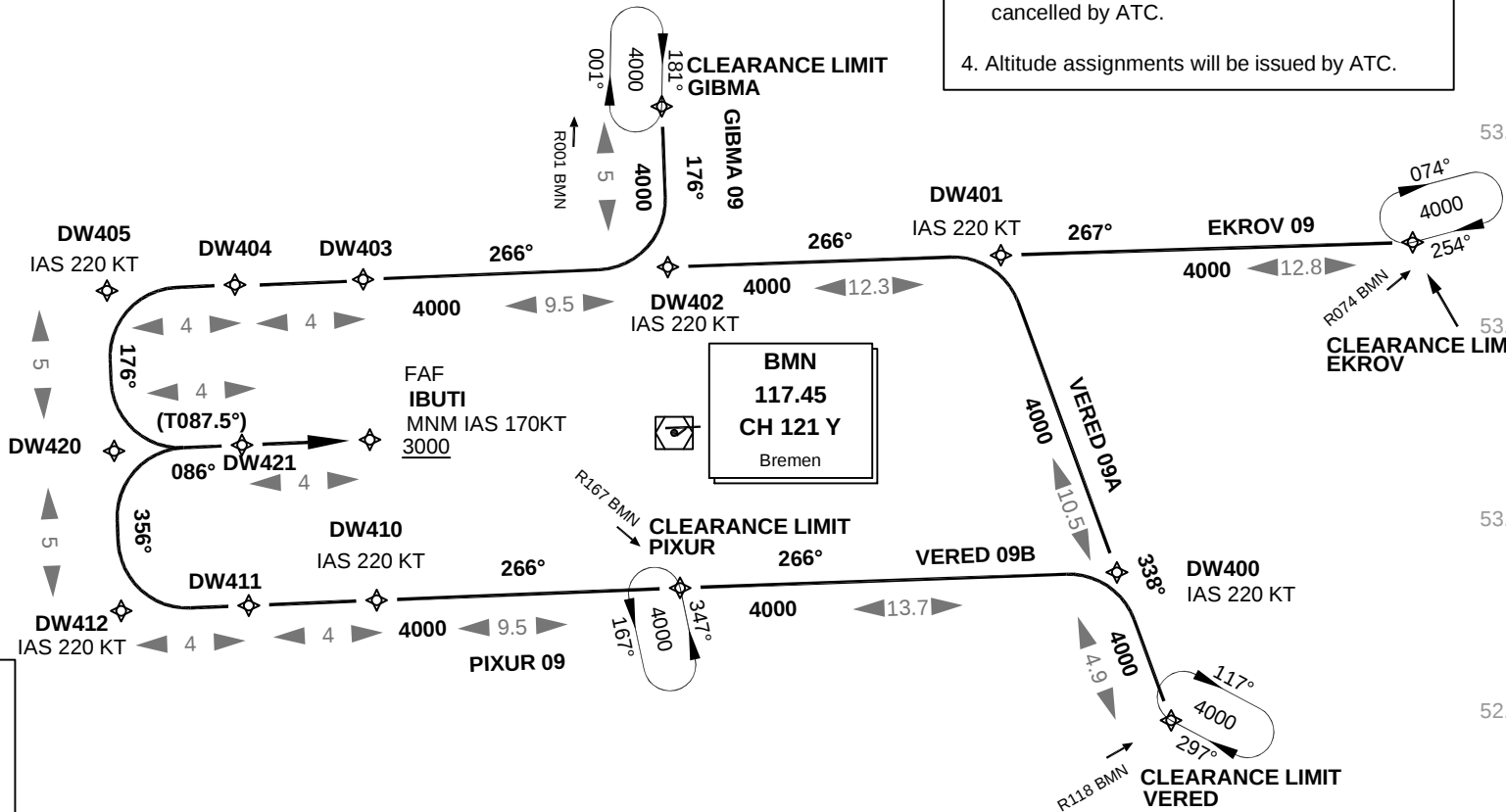
VAR: 2° E

Bremen Radar 124.800

Director 124.800
Tower 120.320
Ground 121.750

Transition to Final Approach
RWY 09

- REMARK
1. Use of transitions only when cleared by ATC.
 2. On downwind expect vectors to final.
 3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.
 4. Altitude assignments will be issued by ATC.



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

Correction: Communications

VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

ATIS 132.370

Transition Altitude: 5000 ft.

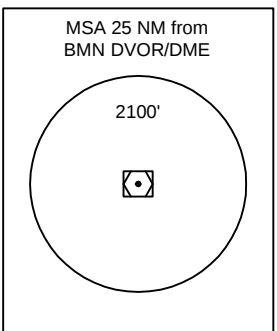
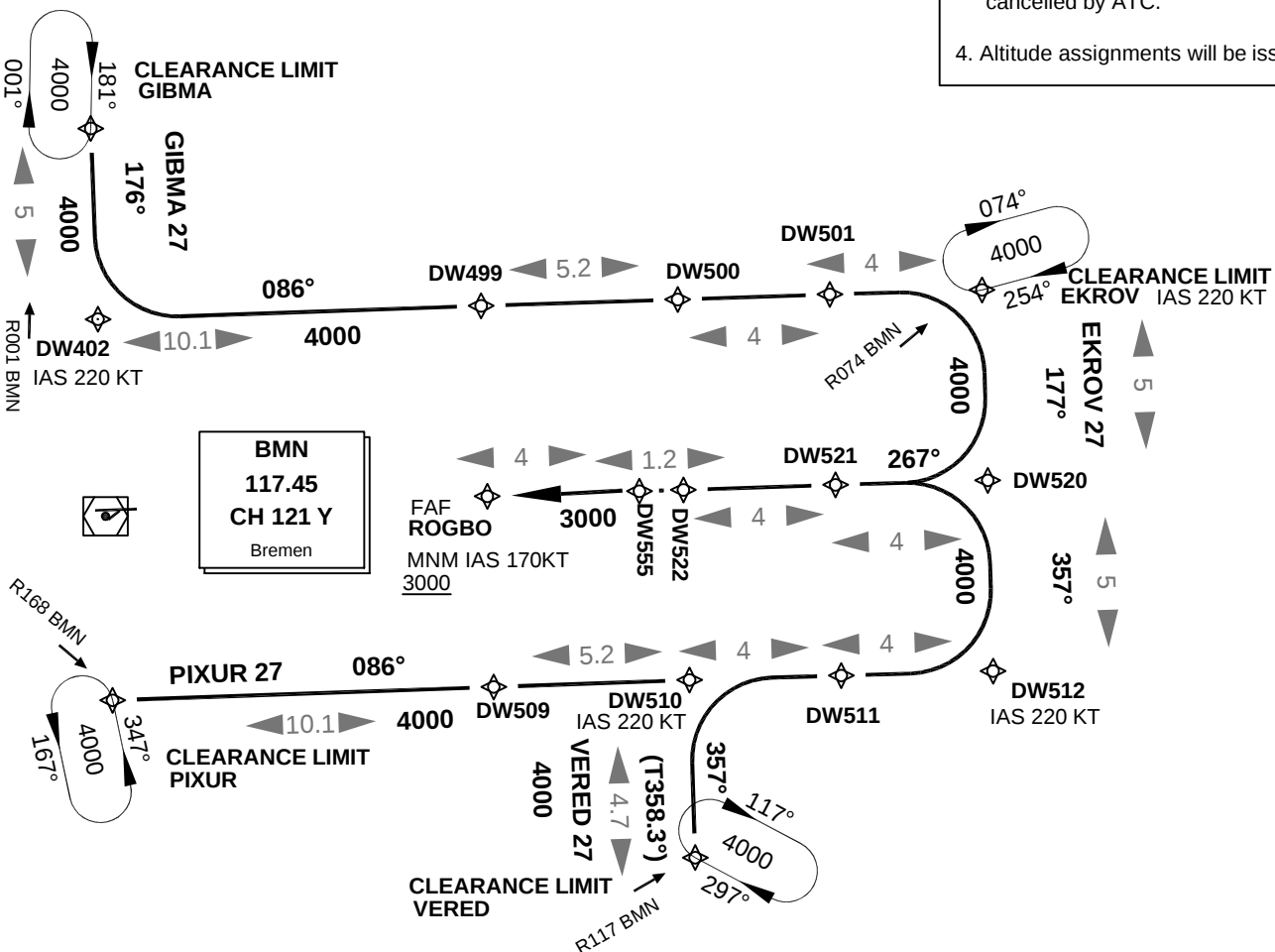
VAR: 2° E

Bremen Radar 124.800

Director 125.850
Tower 120.320
Ground 121.750

**Bremen
EDDW**
**Transition to Final Approach
RWY 27**

- | REMARK |
|---|
| 1. Use of transitions only when cleared by ATC. |
| 2. On downwind expect vectors to final. |
| 3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC. |
| 4. Altitude assignments will be issued by ATC |



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany Instrument Approach Chart

Elevation: 14

ATIS 132.370

Director 125.850

Bremen Radar 124.800

Ground 121.750

Tower 120.320

VAR: 2° E

**Bremen
EDDW**
**ILS CAT II & III or LOC
RWY 27**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC:
DME REQUIRED

MSA
from
BMN DVOR/DME
2100 25 NM

HIG
318.00
Bremen

ILS
IBRW
110.90

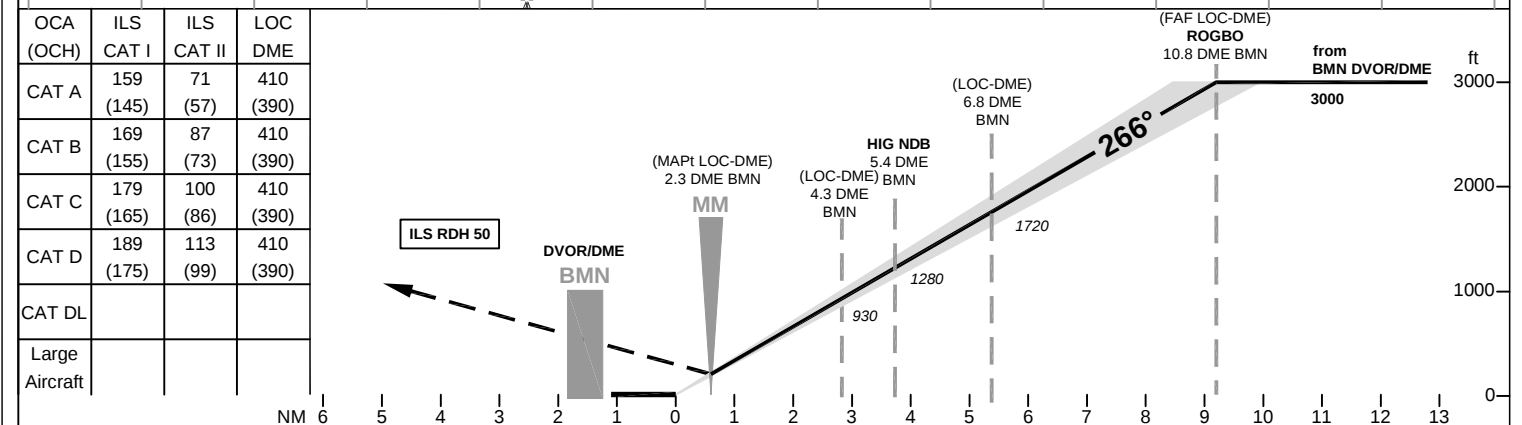
ROGBO
10.8 DME
BMN

BMN
117.45
CH 121 Y
Bremen

D (HX) 2500
GND

PARTS OF IFR PROFILES
WITHIN AIRSPACE E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC

Correction: communication



MISSED APPROACH: Climb straight ahead to 2.2 DME BMN; LT to BMN DVOR/DME climbing to 3000.

DME BMN	10	9	8	7	6	5	4	3			GS	kt	80	100	120	140	160	180
DIST THR	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4			HIG NDB - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
ALTITUDE	2740	2430	2110	1790	1470	1150	830	510			Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Bremen EDDW

Elevation: 14

ATIS 132.370

Director 125.850

Bremen Radar 124.800

Ground 121.750

Tower 120.320

ILS CAT II & III or LOC RWY 09

VAR: 2° E

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC:
DME REQUIRED

MSA
from
BMN DVOR/DME
2100 25 NM

ILS
IBRE
110.30

HIG
318.0
Bremen

FAF/FAP
IBUTI

8.7 DME BMN

6.2 DME BMN

3.3 DME BMN

5.4 DME BMN

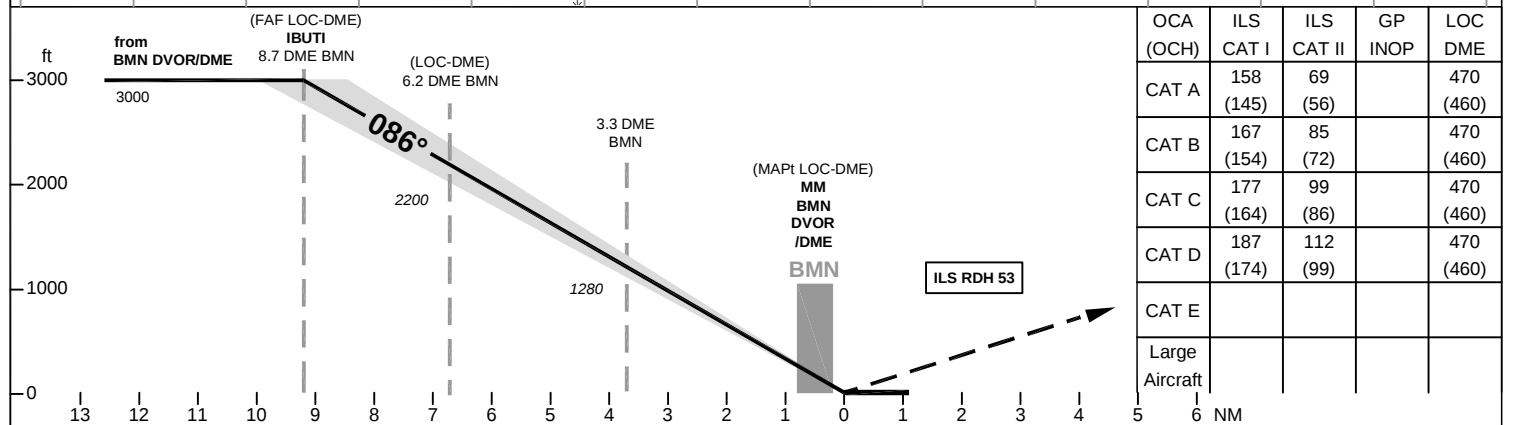
9.7 DME BMN

BMN
117.45
CH 121 Y
Bremen

D (HX) 2500
GND

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC

Correction: communications



MISSED APPROACH: Climb straight ahead to HIG NDB (5.4 DME BMN); RT to BMN DVOR/DME climbing to 3000.

DME BMN	8	7	6	5	4	3	2	1		
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5		
ALTITUDE	2780	2460	2140	1820	1500	1190	870	550		

GS	kt	80	100	120	140	160	180
3.3 DME BMN - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

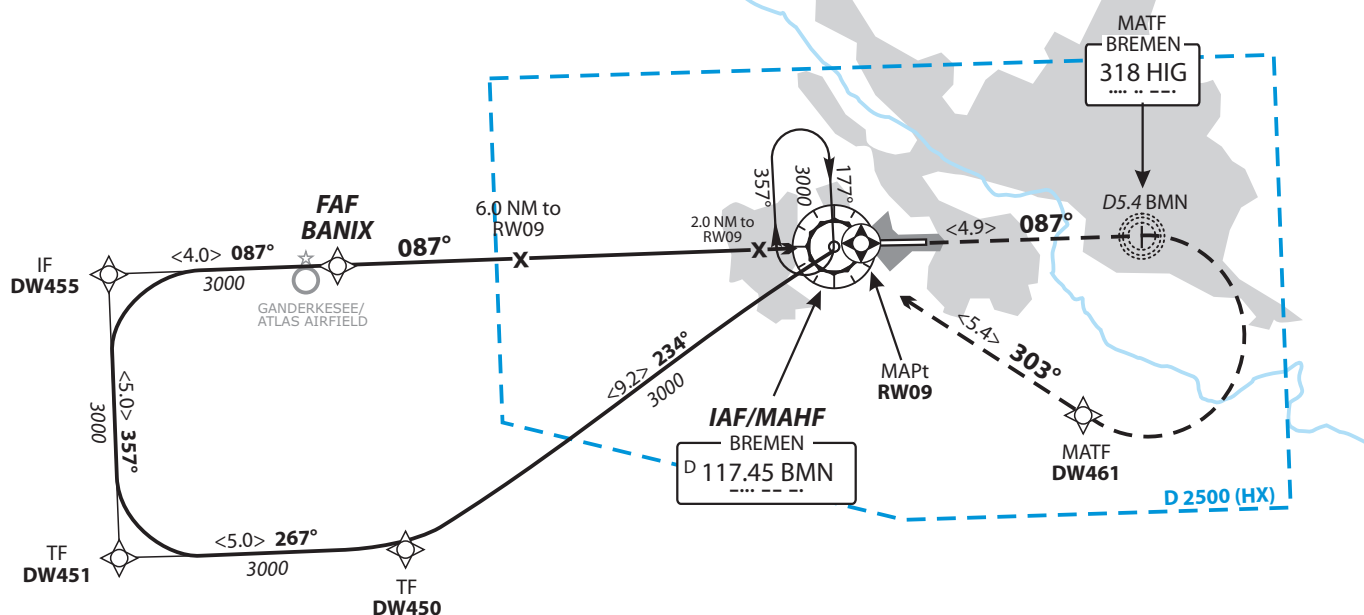
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

ATIS 120.120

BREMEN RADAR
DIRECTOR125.650
125.850BREMEN TOWER
GROUND120.320
121.750Apt Elev
14'**BARO-VNAV
OPERATIONS
NOT AUTHORIZED
BELOW -15°C.**BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

2100'

MSA 25NM
from ARPfrom
IF DW455
3000FAF
BANIX(LNAV only)
6.0 NM to
RW093.00° (5.2%)
087°

1980

(LNAV only)
2.0 NM to
RW09

710

TCH 53

MAPt
RW09

14

**MISSED APPROACH PROCEDURE
RNAV(GPS)**Climb on track 087° to HIG; RT, via
DW461 on track 303° to BMN climbing to 3000.

HIG[R] - DW461 - BMN [A3000]

NON-RNAVClimb straight ahead to HIG NDB
(5.4 DME BMN); RT to BMN DVOR/DME
climbing to 3000.

OCA (OCH)	A	B	C	D
LNAV	440 (430)	440 (430)	440 (430)	440 (430)
LNAV/VNAV	410 (400)	410 (400)	410 (400)	410 (400)

DIST THR / Rw09	9	8	7	6	5	4	3	2
ALTITUDE	2940	2620	2300	1980	1660	1340	1030	710

Timing not authorized for defining the MAPt.

GS	kt	80	100	120	140	160	180
BANIX - RW09 (9.2 NM)	MIN:SEC	6:54	5:31	4:36	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Do not use for real life navigation

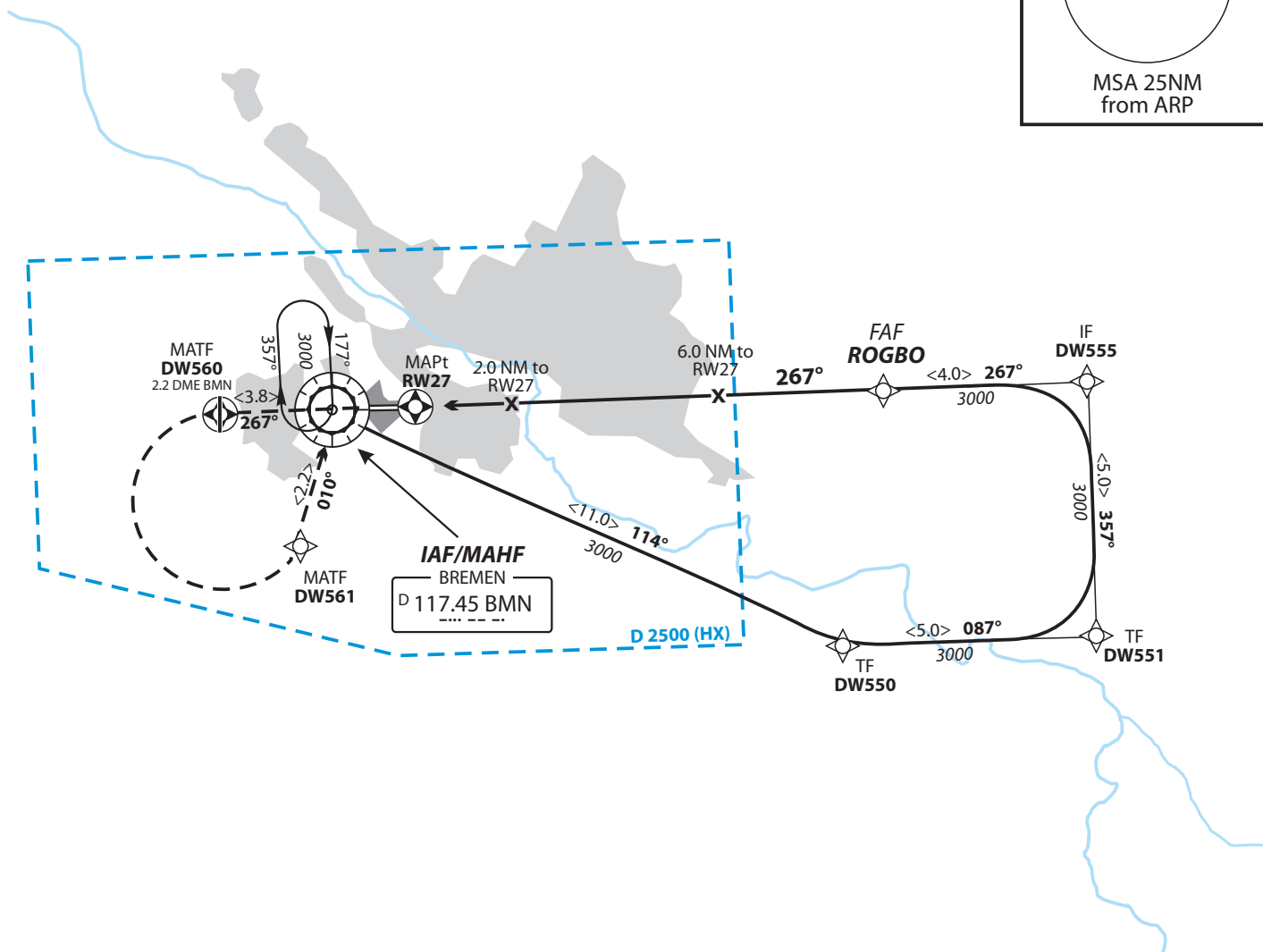
ATIS 120.120

BREMEN RADAR
DIRECTOR125.650
125.850BREMEN TOWER
GROUND120.320
121.750Apt Elev
14'**BARO-VNAV
OPERATIONS**
NOT AUTHORIZED
BELOW -15°C.BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

2100'

MSA 25NM
from ARP

Do not use for real life navigation

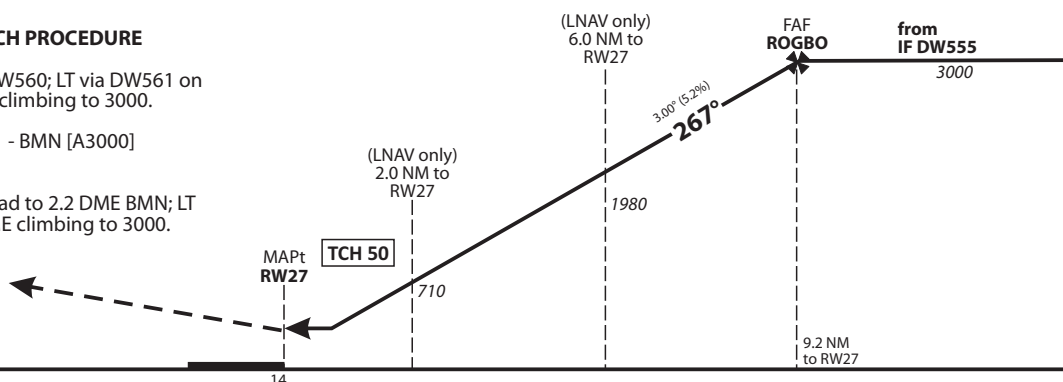
**MISSED APPROACH PROCEDURE****RNAV (GPS)**

On track 267° to DW560; LT via DW561 on track 010° to BMN climbing to 3000.

DW560[L] - DW561 - BMN [A3000]

NON-RNAV

Climb straight ahead to 2.2 DME BMN; LT to BMN DVOR/DME climbing to 3000.



OCA (OCH)	A	B	C	D
LNAV	440 (430)	440 (430)	440 (430)	440 (430)
LNAV/VNAV	400 (380)	400 (380)	400 (380)	400 (380)

DIST THR / RW27	2	3	4	5	6	7	8	9
ALTITUDE	710	1020	1340	1660	1980	2300	2620	2930

Timing not authorized for defining the MAPt.

GS	kt	80	100	120	140	160	180
ROGBO - RW27 (9.2 NM)	MIN:SEC	6:54	5:31	4:36	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

VATSIM Germany Instrument Approach Chart

Elevation: 14

ATIS 132.370

Director 125.850

Bremen Radar 124.800

Ground 121.750

Tower 120.320

VAR: 2° E

**Bremen
EDDW**
**VOR
RWY 27**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

DME REQUIRED

MSA
from
BMN DVOR/DME
2100 25 NM

IAF
BMN
117.45
CH 121 Y
Bremen

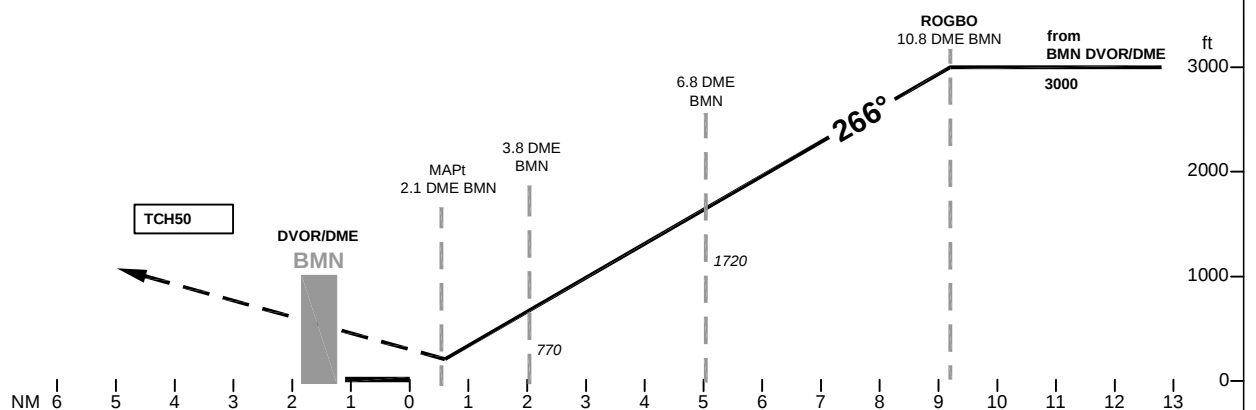
BND
113.85
CH 83 Y BND
BREMEN

D (HX) 2500
GND

FAF
ROGBO
10.8 DME
BMN

PARTS OF IFR PROFILES
WITHIN AIRSPACE E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC

OCA (OCH)	VOR/DME
A	480 (470)
B	480 (470)
C	480 (470)
D	480 (470)
E	
LARGE AC	



MISSED APPROACH: Climb straight ahead to 2.2 DME BMN; LT to BMN DVOR/DME climbing to 3000.

DME BMN	10	9	8	7	6	5	4	3		
DIST THR	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4		
ALTITUDE	2740	2430	2110	1790	1470	1150	830	510		

GS	kt	80	100	120	140	160	180
6.8 DME BMN - MAPt (4.7 NM)	MIN:SEC	3:32	2:49	2:21	2:01	1:46	1:34
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 14

ATIS 132.370

Director 125.850

Bremen Radar 124.800

Ground 121.750

Tower 120.320

VAR: 2° E

**Bremen
EDDW**
**VOR
RWY 09**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

DME REQUIRED

MSA
from
BMN DVOR/DME
2100 25 NM

HIG
318.0
Bremen

FAF
IBUTI
8.7 DME BMN

4.3 DME BMN

2.2 DME BMN

5.4 DME BMN

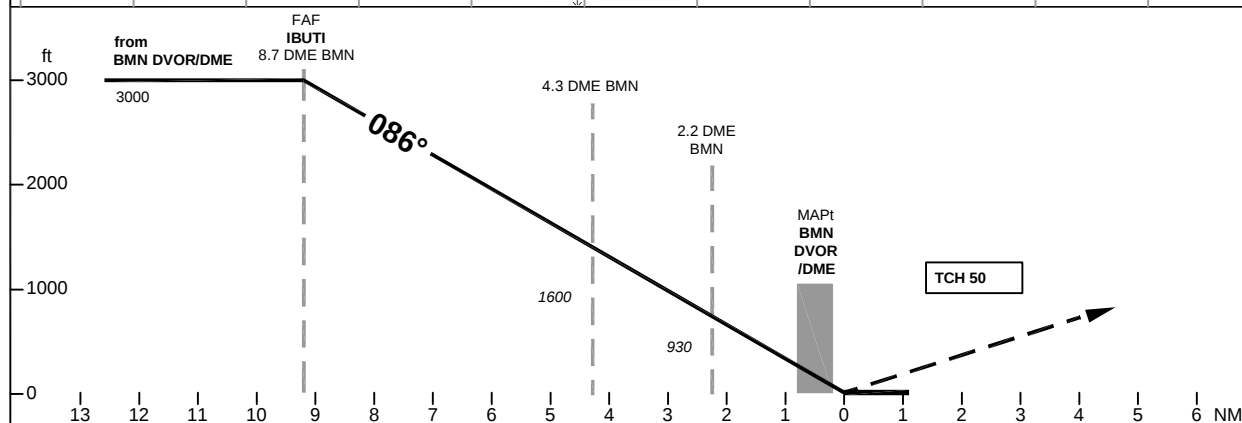
9.7 DME BMN

IAF
BMN
117.45
CH 121 Y
Bremen

D (HX) 2500
GND

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC

Correction: Communication, procedure



OCA (OCH)	VOR/DME
A	490 (480)
B	490 (480)
C	490 (480)
D	490 (480)
E	
LARGE AC	

MISSED APPROACH: Climb straight ahead to HIG NDB (5.4 DME BMN); RT to BMN DVOR/DME climbing to 3000.

DME BMN	8	7	6	5	4	3	2	1		
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5		
ALTITUDE	2780	2460	2140	1820	1500	1190	870	550		

GS	kt	80	100	120	140	160	180
4.3 DME BMN - MAPt (4.3NM)	MIN:SEC	3:14	2:35	2:09	1:51	1:37	1:26
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt