

Bremen Airport

IATA/ICAO CODE: BRE/EDDW
CITY: Bremen
COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Bent Hünersen	Jürgen Bula
Title:	Duty Operations Officer	Airport Director
Airport:	Flughafen Bremen GmbH	Flughafen Bremen GmbH
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Airport Web Site:	www.airport-bremen.de/	

ELEVATION: 14 ft.

RUNWAY INFORMATION							
Designation	Length	TORA ft	TODA ft	ASDA ft	Width ft	Strength (PCN) and Surface of RWY and SWY	Glide Slope deg
09	6674	6674 7658*	6890 8642*	6674 8642*	148	80/F/B/X/T ASPH	3
* special use (A330-600ST only)							
27	6674	6674 7678*	6890 8642*	6674 8642*	148	80/F/B/X/T ASPH	3
*special use (A300-600ST only)							
23		2297	2494	2494	75	Max 5700 kg MPW	N/A

NOISE ABATEMENTPROCEDURES

[Minimum Noise Routings provided by the airport](#)

Arrivals:

Leave initial approach fix at 210 KT IAS +/- 10 KT, maintain until 12 nm from touchdown (unless higher IAS is required for control purposes). Reduce to 160 KT IAS +/- 10 KT using an intermediate flap setting with landing gear retracted. Intercept glide slope not lower than prescribed glide slope interception altitude. Lower landing gear, set flaps for landing and establish final approach speed shortly before or over Outer Marker.

Departures:

Chapter 2

For aircraft licensed in accordance with ICAO Annex 16, Chapter 2

Takeoff to 1500 feet AGL

- Takeoff power
- Takeoff flaps
- Climb at $V_2 + 10$ KT (or as limited by body angle).

At 1500 feet AGL

- Reduce power to not less than climb power.

1500-3000 feet AGL

- Climb at $V_2 + 10$ KT

At 3000 feet AGL

- Normal speed and flap retraction schedules to enroute climb.

Chapter 3

For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:

Takeoff to 1500 feet AGL

- Takeoff power
- Takeoff flaps
- Climb at $V_2 + 10$ KT (or as limited by body angle).

At 1500 feet AGL

- Reduce power to not less than climb power.
- Normal speed and flap retraction schedules to enroute climb

Reverse Thrust

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

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Nighttime Restrictions

Between 2230-0600 takeoff and landings are not permitted except:

1. Aircraft operated in the night airmail service of the Deutsche Bundespost
2. Aircraft using the airport as an emergency and alternate airport for meteorological, technical or other safety reasons.

- 3. Aircraft using the airport on a mission in disasters or rendering medical assistance.
- 4. Calibration flights of the DFS.
- 5. Individual cases approved by the Senator fur Wirtschaft und Hafen required to avoid serious disturbances of air traffic or in cases of special public interest.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-ups are subject to approval by the airport operator and shall be announced to apron control by phone. 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:

- a) Ramp 2 on positions 2S for aircraft up to 5700 KGS MPW. When using the run-up positions, taxiway B shall not be affected by propeller turbulence.
- b) Compass compensating base for aircraft up to 10000 KGS MPW.
- c) Concrete area on Rwy 23 for aircraft up to A320 and B737 size. ATC clearence for taxiing as well as listening watch on 121.75 MHz are required

Engine run-ups are only permitted Mon-Fri, 0630-2200 and SAT 0700-1300 and 1500-1700.

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

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

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

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

11/2011 Current based on IATA Airport, ATC and Fuel Charges Monitor

LANDING CHARGE	International and Domestic
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Turbo Jet Powered Airplanes:	Rate per tonne
Chapter 3	
Included in Bonus List	EUR 7.60
Not included on Bonus List	
- between 2200 0600	EUR 11.45
Chapter 2	EUR 23.85
Not conform with ICAO Annex 16	EUR 38.15

Bonus List		
All types with MTOW below 25 tonnes, plus		
A300	B717	DC8-70
A310	B727(3 Tay re-engined)	-
A318/319/A320/A321	B737-300 to 900	MD90
A330	B747-400	MD10/11
A340	B757	Gulfstream IV/V
	B767	AVRO RJ series
Fokker 100/70	B777	BAe 146
CRJ700/900	Tupolev 204	Global Express (GLEX)
Canadair Regional Jet 100/200 (CR1, CR2)	-	Embraer E70/75 & E90/96

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The Airport is situated about 3.5 km from the center of the city of Bremen. At the end of the 1980's the airport built about 1400 Meters of noise suppression walls to protect the residents on the eastern and western side of the airport. At about the same time an old deactivated Runway with a length of 700 m was renovated and reactivated. This Runway is only available for take-off for aircraft up to 5700 Kg Maximum Take Off weight. The intention was to reduce general aviation noise at the western part of the airport.

Furthermore homeowners in the vicinity of the airport were granted financial support to purchase insulated windows.

NOISE MONITORING SYSTEM

The noise monitoring system was completely upgraded in 1998 by Topsonic and Elkotechnik. There are 10 stationary and 1 mobile monitoring terminals.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU

Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Take-off and landings are not permitted between 2230 and 0600