

**GENERAL****Operational Hours**

**ATS Hours:** MON-FRI, EXC HOL 0600-2100‡  
 SAT, SUN, HOL 0700-1645 (01NOV - 15MAR)

**AD Operator Hours:** MON-FRI 0600-2100‡  
 SAT, SUN, HOL winter: 0700-1645, summer: 0600-1900  
 Other times PPR

**Airport Information**

**RFF:** CAT 4; higher CAT 0/R

**Fuel:** MON-FRI 0600-2100‡  
 SAT, SUN, HOL winter: 0700-1645, summer: 0600-1900  
 Other times PPR

**PCN:** RWY 08/26: 52/F/B/X/T

**Customs:** O/R

**Operation****Traffic Notes**

24HR PPR prior to LDG for ACFT with wingspan  $\geq$  36m / 118ft.

**TWY Restriction**

TWY A, C, D width 18m / 59ft.

TWY E, F, G width 15m / 49ft.

TWY H width 10m / 33ft.

**Warnings****DLE DVOR/DME** unusable:

- 0-10NM below 1400ft
- 10-20NM below 2700ft
- 20-30NM below 4100ft

**CEL NDB** unusable:

- 040°-260° beyond 15NM
- 260°-320° beyond 11.5NM
- 320°-040° beyond 10NM

**ARRIVAL****Communication**

**COM Failure:** See CRAR Germany.

**Arrival Procedure**

**FMS RNAV Transitions:** For FMS RNAV transitions leading to all INSTR APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

**Visual APCH:** Do not descend below 2000ft before final APCH.

**DEPARTURE****Take-off Minima**

RWY		08/26	
All ACFT	ft - m/km	0 - 300R/300V	-

**Communication****COM Failure:** See CRAR Germany.**De-Icing**

AVBL

06-JUL-2017

Germany **Braunschweig** Braunschweig-Wolfsburg

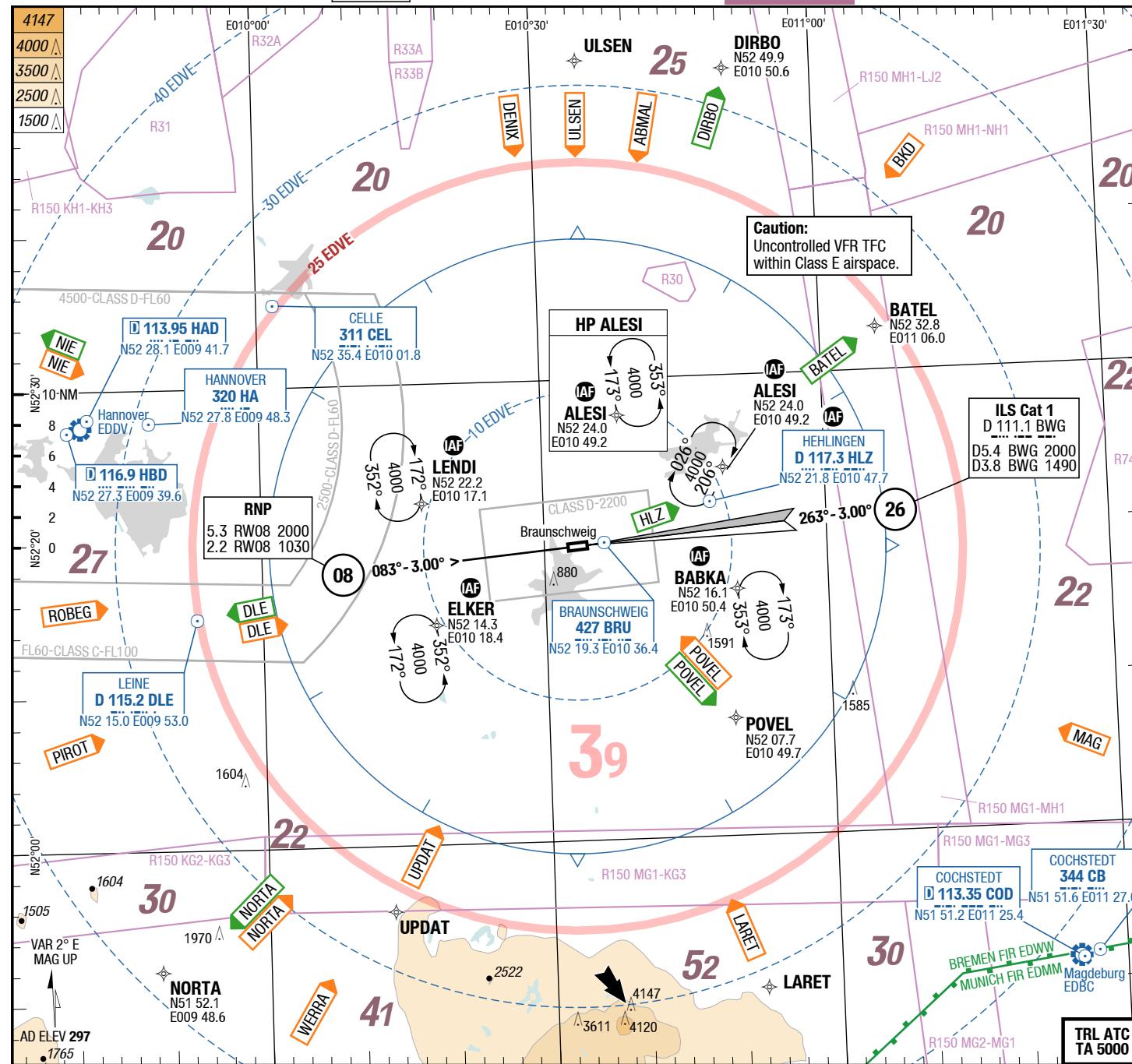
AGC  
AFC

Braunschweig-Wolfsburg **Braunschweig** Germany

AGC  
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# BWE-EDVE

2-10



**134.450** Winter:  
Mon-Fri 0600-2100  
Sat-Sun, HOL  
0700-1645  
Summer:  
Mon-Fri 0500-2000  
Sat-Sun, HOL  
0600-1900

131.325  
120.050 Mon-Fri 0600-2100‡  
Except HOL

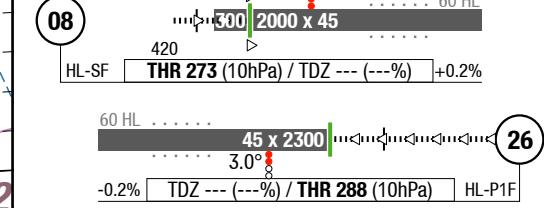
ATIS

### Landing RWY system:

100

3 0°

1 (08)



06-JUL-2017

Germany Braunschweig Braunschweig-Wolfsburg

BWE-EDVE

3-20

AGC

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AGC

Braunschweig-Wolfsburg Braunschweig Germany

E010° 33'

E010° 34'

N52° 19.5'

ATIS 134.450 Winter:  
Mon-Fri 0600-2100  
Sat-Sun, HOL 0700-1645  
Summer:  
Mon-Fri 0500-2000  
Sat-Sun, HOL 0600-1900

TWR 120.050 Mon-Fri 0600-2100‡  
except HOL

08

083°  
267

08

083°  
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2300 x 45

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N 52 19.2  
E 010 33.5

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A

(A)

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263°  
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Effective 18-AUG-2016

11-AUG-2016

## BWE-EDVE

## Germany **Braunschweig** Braunschweig-Wolfsburg

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Braunschweig-Wolfsburg **Braunschweig** Germany

## SIDs RWY 26 (RNAV Overlay)

## SIDs RWY 08 (RNAV Overlay)

## 4-10    **SIDs RWY 08 (RNAV Overlay)**

Changes: Track, WPT POVEL, BATEL, MGA, ASP, SUAs, AWY

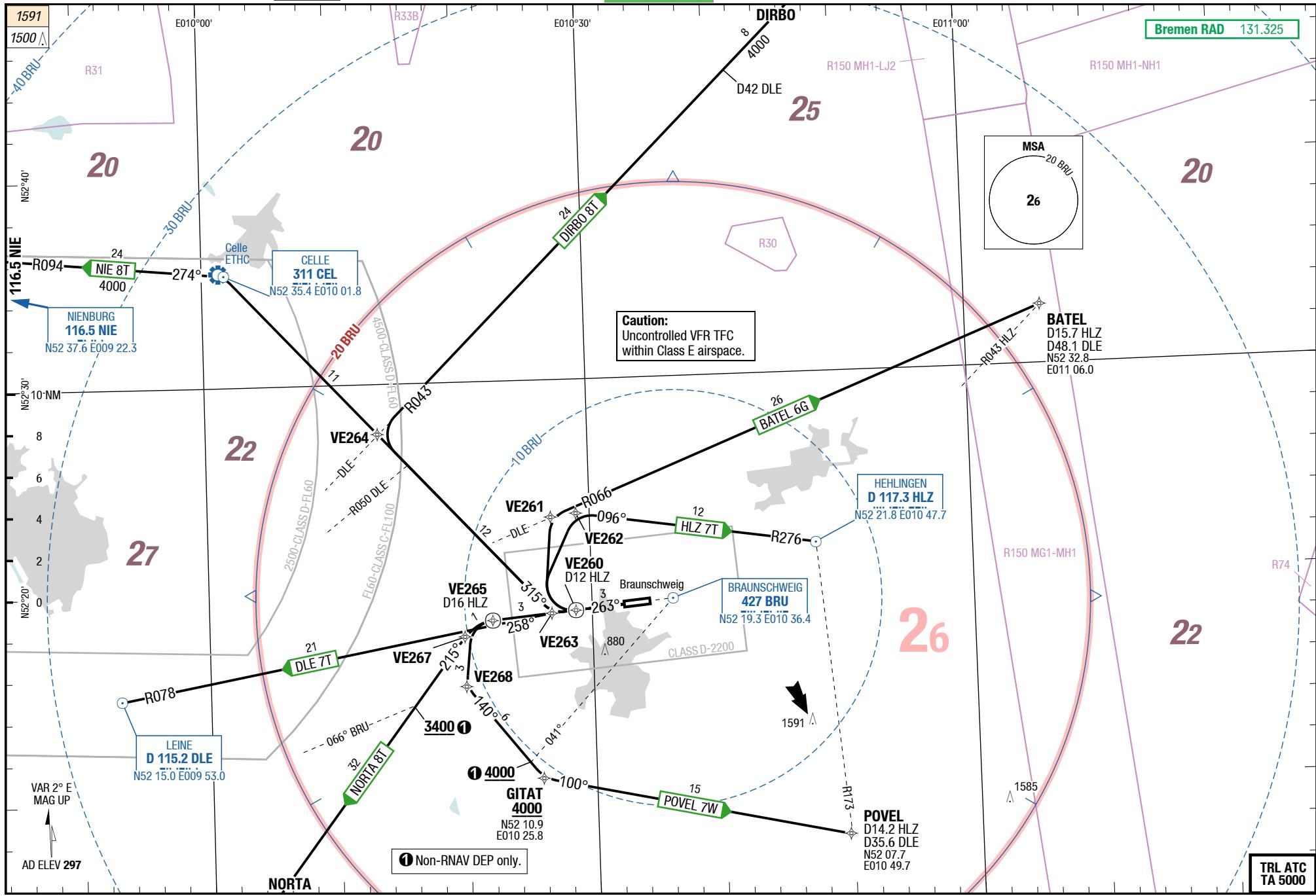
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# BWE-EDVE

## 4-20      **SIDs RWY 26 (RNAV Overlay)**

SID

## Approach RWY 26 (RNAV Overlay)



## BWE-EDVE

5-10

## SIDs RWY 08 (RNAV Overlay)

**BATEL 5U / DIRBO 7U / HEHLINGEN 7U / LEINE 7U / NIENBURG 7U / NORTA 6U / POVEL 5U**

RWY 08 (083°)

After take-off, contact Bremen RAD

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 08</b>		
<b>BATEL 5U 131.325</b>	at <b>BRU LT</b> intercept R248 <b>HLZ</b> to <b>HLZ</b> - R043 <b>HLZ</b> to BATEL  <b>FMS</b> [A700+] - <u>BRU</u> - <u>HLZ</u> - BATEL	<b>Initial climb 4000</b>
<b>DIRBO 7U 131.325</b>	at <b>BRU LT</b> intercept R248 <b>HLZ</b> inbound - at D2.3 <b>HLZ LT</b> intercept R323 <b>HLZ</b> - at D17 <b>HLZ RT</b> intercept R043 <b>DLE</b> to DIRBO  <b>FMS</b> [A700+] - <u>BRU</u> - <u>VE084</u> - <u>VE085</u> - <u>VE086</u> - <u>DIRBO</u>	<b>Initial climb 4000</b>
<b>HEHLINGEN 7U HLZ 7U 131.325</b>	at <b>BRU LT</b> intercept R248 <b>HLZ</b> to <b>HLZ</b>  <b>FMS</b> [A700+] - <u>BRU</u> - <u>HLZ</u>	<b>Initial climb 4000</b>
<b>LEINE 7U DLE 7U 5.9% 131.325 ①</b>	at <b>BRU LT</b> intercept R073 <b>DLE</b> to <b>DLE</b>  <b>FMS</b> [A700+] - <u>BRU</u> [L] - <u>VE083</u> - <u>DLE</u>	<b>BRU MNM 700</b>  <b>Initial climb 4000</b>
<b>NIENBURG 7U NIE 7U 5.9% 131.325 ①②</b>	at <b>BRU LT</b> intercept QDM 300 <b>CEL</b> to <b>CEL</b> - <b>LT</b> 274° to <b>NIE</b>  <b>FMS</b> [A700+] - <u>BRU</u> - <u>VE082</u> - <u>CEL</u> - <u>NIE</u>	<b>BRU MNM 700</b>  <b>Initial climb 4000</b>
<b>NORTA 6U 5.9% 131.325 ①</b>	at <b>BRU RT</b> intercept R229 <b>HLZ</b> to <b>NORTA</b>  <b>FMS</b> [A700+] - <u>BRU</u> - <u>VE081</u> - <u>NORTA</u>	<b>BRU MNM 700</b>  <b>Initial climb 4000</b>
<b>POVEL 5U 131.325</b>	at <b>BRU LT</b> intercept R248 <b>HLZ</b> inbound - at D2.3 <b>HLZ RT</b> intercept R173 <b>HLZ</b> to <b>POVEL</b>  <b>FMS</b> [A700+] - <u>BRU</u> - <u>VE084</u> - <u>VE087</u> - <u>POVEL</u>	<b>Initial climb 4000</b>

- ① PDG due to airspace structure.  
② After 1800ft, RNAV equipment necessary.

## BWE-EDVE

5-20

## SIDs RWY 26 (RNAV Overlay)

BATEL 6G / DIRBO 8T / HEHLINGEN 7T / LEINE 7T / NIENBURG 8T / NORTA 8T

RWY 26 (263°)

After take-off, contact Bremen RAD

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
<b>BATEL 6G 131.325</b> ①	at D12 <b>HLZ RT</b> intercept R066 <b>DLE</b> to BATEL  <b>FMS</b> [A700+] - <u>VE260</u> - VE261 - BATEL	<b>Initial climb 4000</b>
<b>DIRBO 8T 131.325</b> ①	at D12 <b>HLZ RT</b> intercept QDM 315 <b>CEL</b> inbound - crossing R050 <b>DLE RT</b> intercept R043 <b>DLE</b> to DIRBO.  <b>FMS</b> [A700+] - VE263 - VE264 - DIRBO	<b>Initial climb 4000</b>
<b>HEHLINGEN 7T HLZ 7T 131.325</b>	at D12 <b>HLZ RT</b> intercept R276 <b>HLZ</b> to <b>HLZ</b>  <b>FMS</b> [A700+] - <u>VE260</u> - VE262 - HLZ	<b>Initial climb 4000</b>
<b>LEINE 7T DLE 7T 131.325</b>	at D12 <b>HLZ LT</b> intercept R078 <b>DLE</b> to <b>DLE</b>  <b>FMS</b> [A700+] - VE263 - DLE	<b>Initial climb 4000</b>
<b>NIENBURG 8T NIE 8T 131.325</b> ①	at D12 <b>HLZ RT</b> intercept QDM 315 <b>CEL</b> to <b>CEL</b> - LT 274° to <b>NIE</b>  <b>FMS</b> [A700+] - VE263 - CEL - NIE	<b>Initial climb 4000</b>
<b>NORTA 8T 4.1% to 4500 131.325</b> ②③	at D16 <b>HLZ LT</b> 215° to NORTA  <b>FMS</b> [A700+] - <u>VE265</u> - VE267 - NORTA	QDM 066 <b>BRU MNM</b> <b>3400</b>  <b>Initial climb 4000</b>

① After passing 2000ft, BRNAV equipment necessary.

② Climb gradient due to airspace structure. If unable to comply advise ATC.

③ After passing 3400ft, BRNAV equipment necessary.

**BWE-EDVE**

5-30

**SIDs RWY 26 (RNAV Overlay)****POVEL 7W**

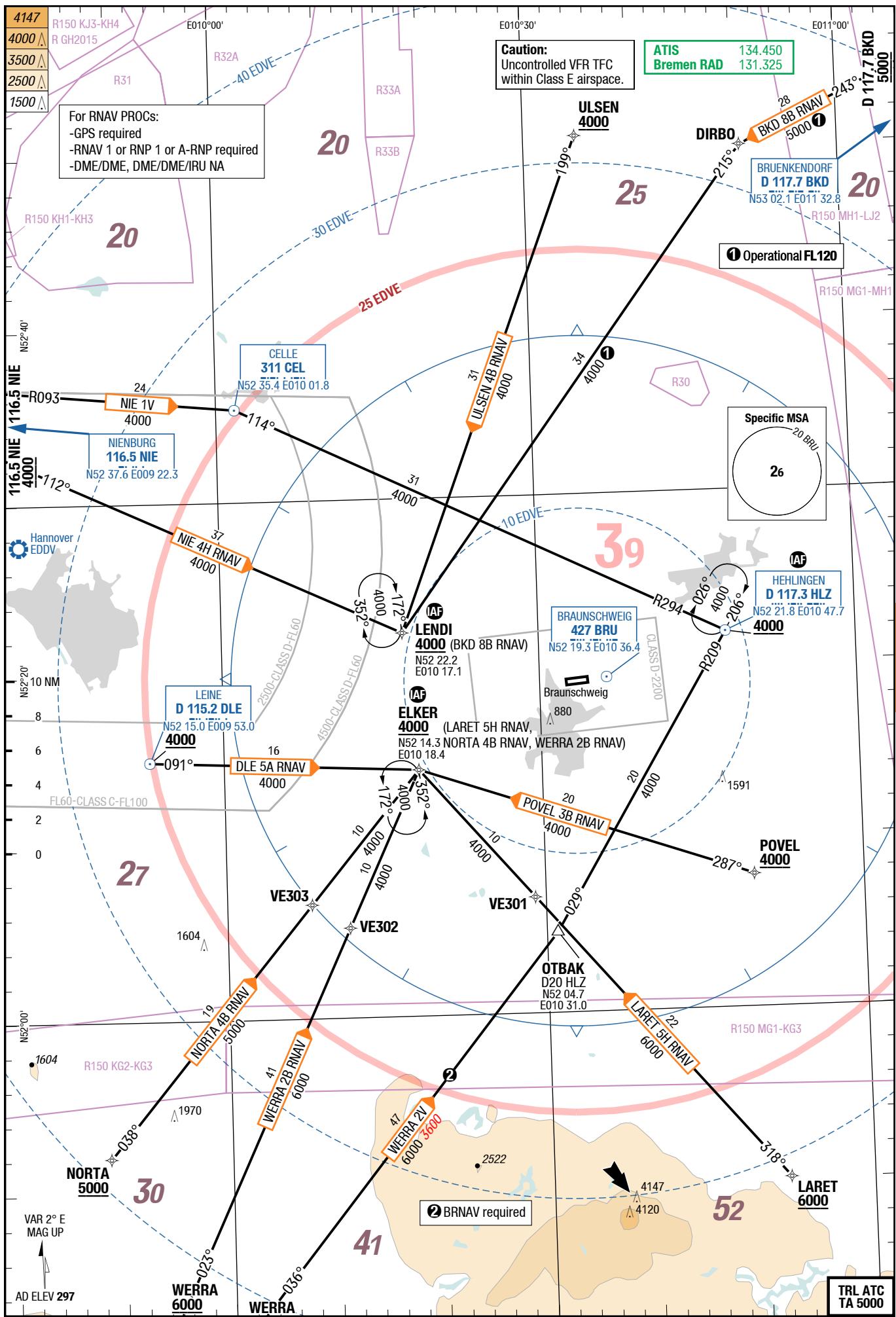
RWY 26 (263°)

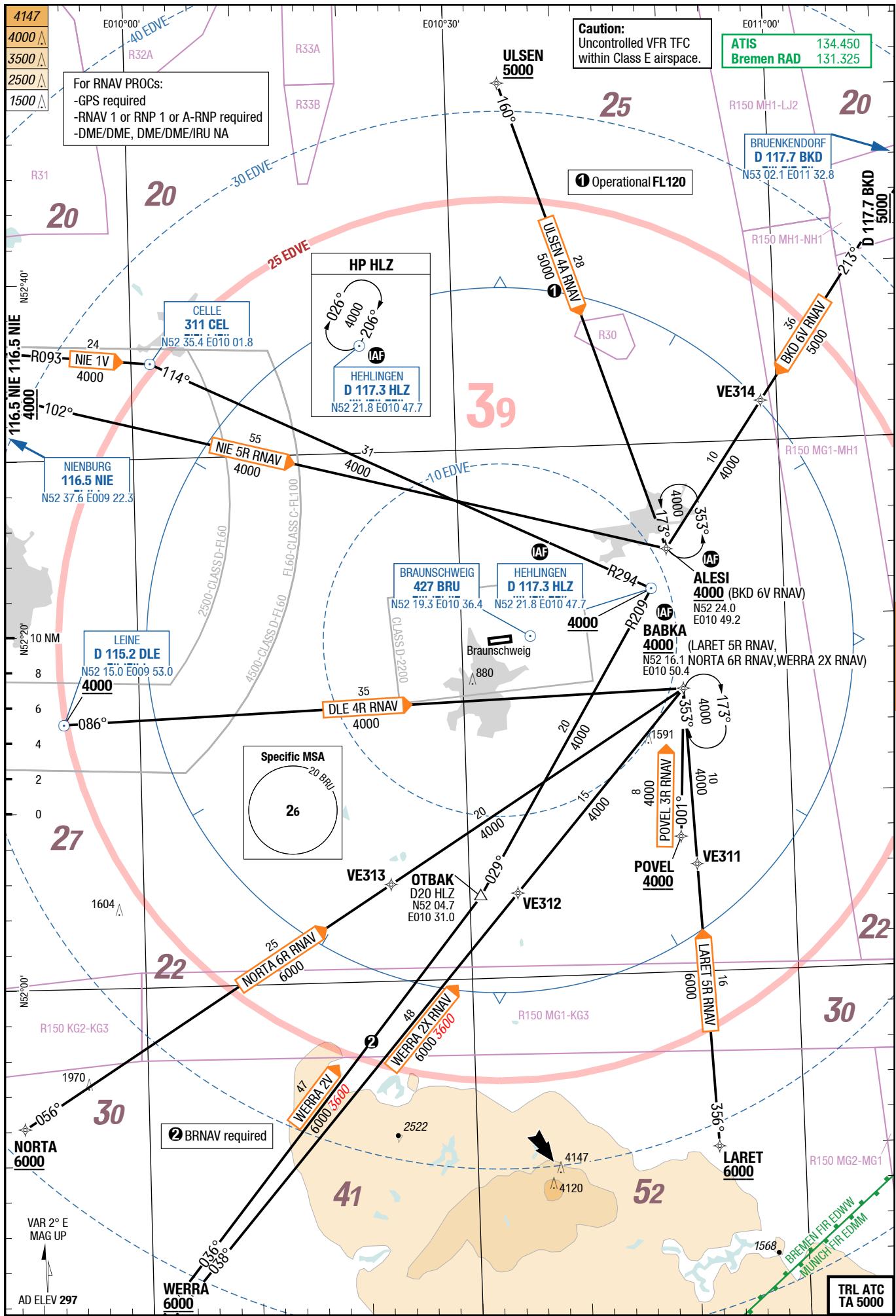
After take-off, contact Bremen RAD

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
<b>POVEL 7W</b> 4.0% to 4000 <b>131.325</b> ①②	at D16 <b>HLZ LT</b> 140° to GITAT - <b>LT</b> 100° to POVEL <b>FMS</b> [A700+] - <u>VE265</u> - VE268 - GITAT- POVEL	QDM 041 <b>BRU MNM 4000</b> GITAT MNM <b>4000</b> <b>Initial climb 4000</b>

- ① Climb gradient due to airspace structure. If unable to comply advise ATC.  
② After passing 4000ft, BRNAV equipment necessary.





**Effective 25-MAY-2017**

18-MAY-2017

## Germany **Braunschweig** Braunschweig-Wolfsburg

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Braunschweig-Wolfsburg **Braunschweig** Germany

# BWE-EDVE

7-10

## CDA Transitions 08

## CDA Transitions 08

1

## Changes: OBST, SUAs

BWE-EDVE

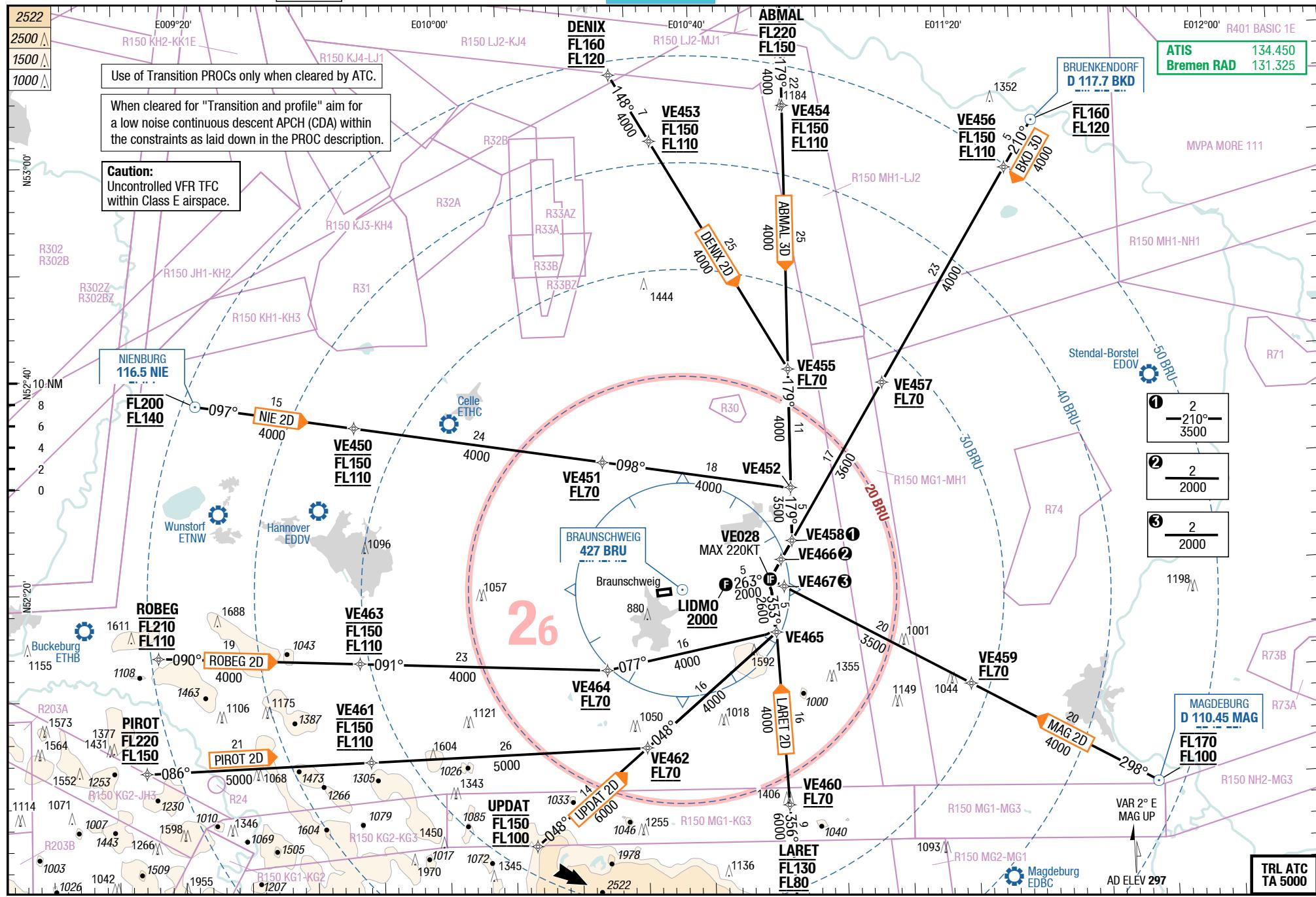
7-20

CDA Transitions 26

IAC

IAC

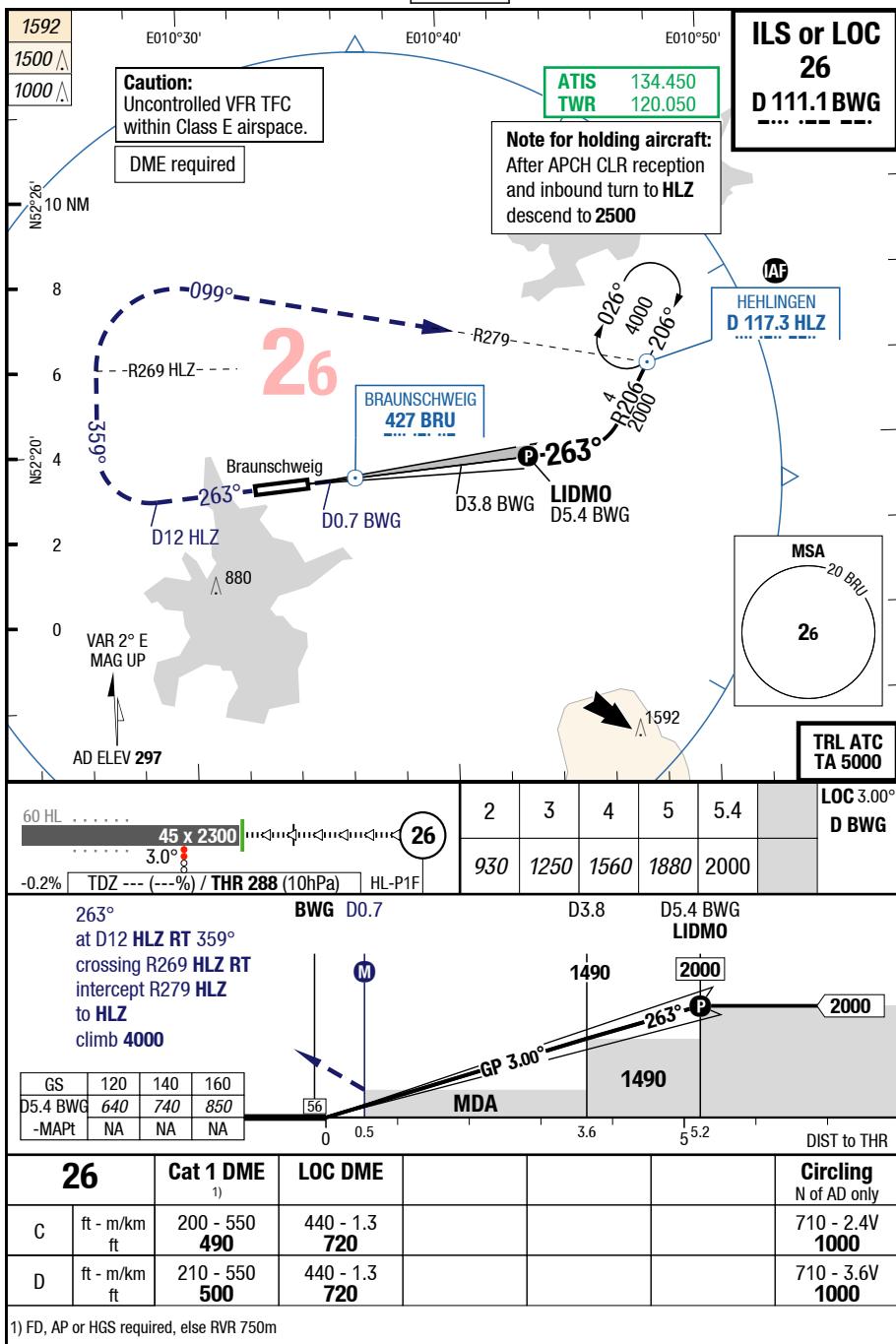
CDA Transitions 26



## BWE-EDVE

7-30

ILS or LOC 26



BWE-EDVE

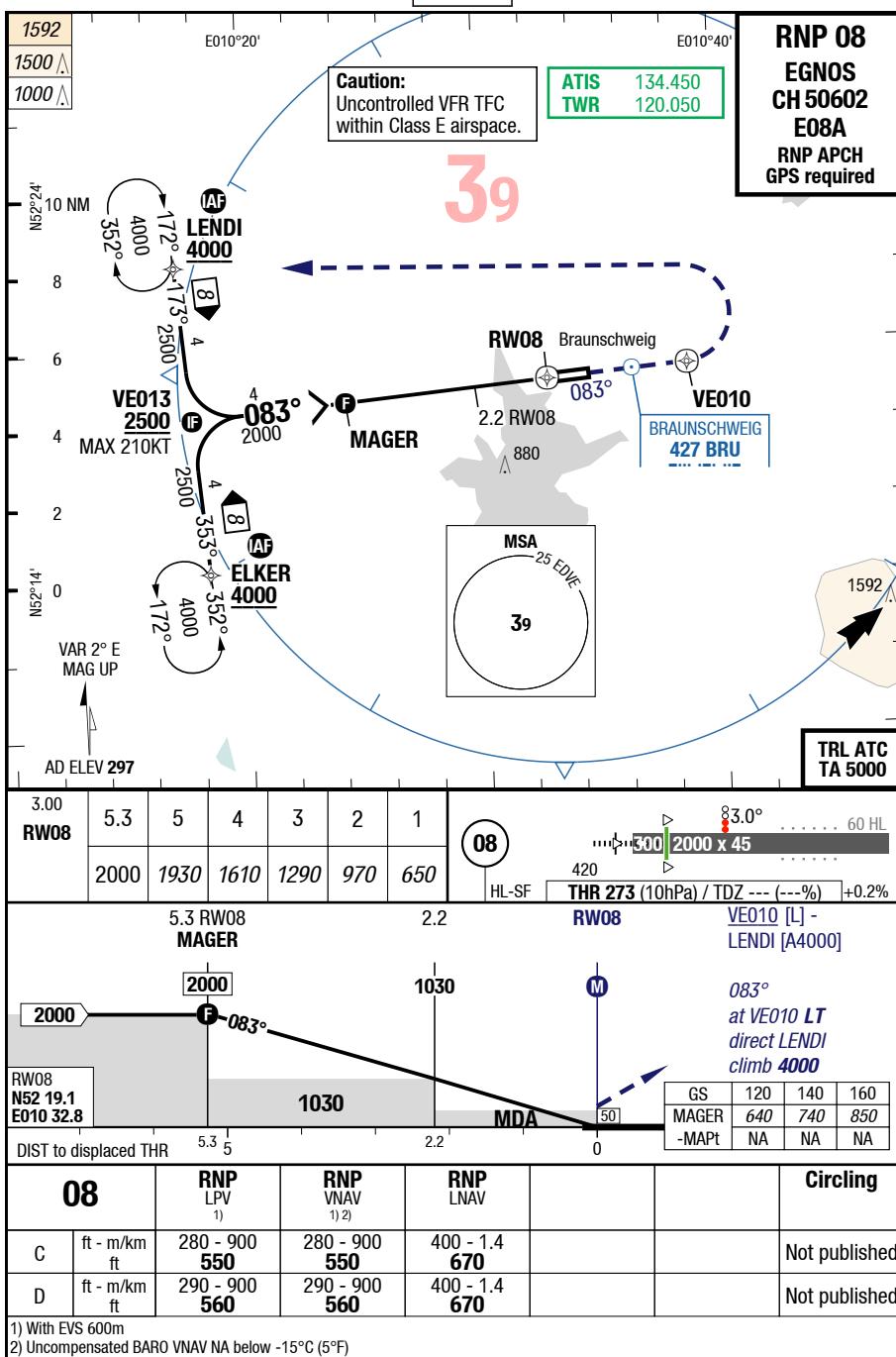
7-50

RNP 08

Caution:  
Uncontrolled VFR TFC  
within Class E airspace.

ATIS 134.450  
TWR 120.050

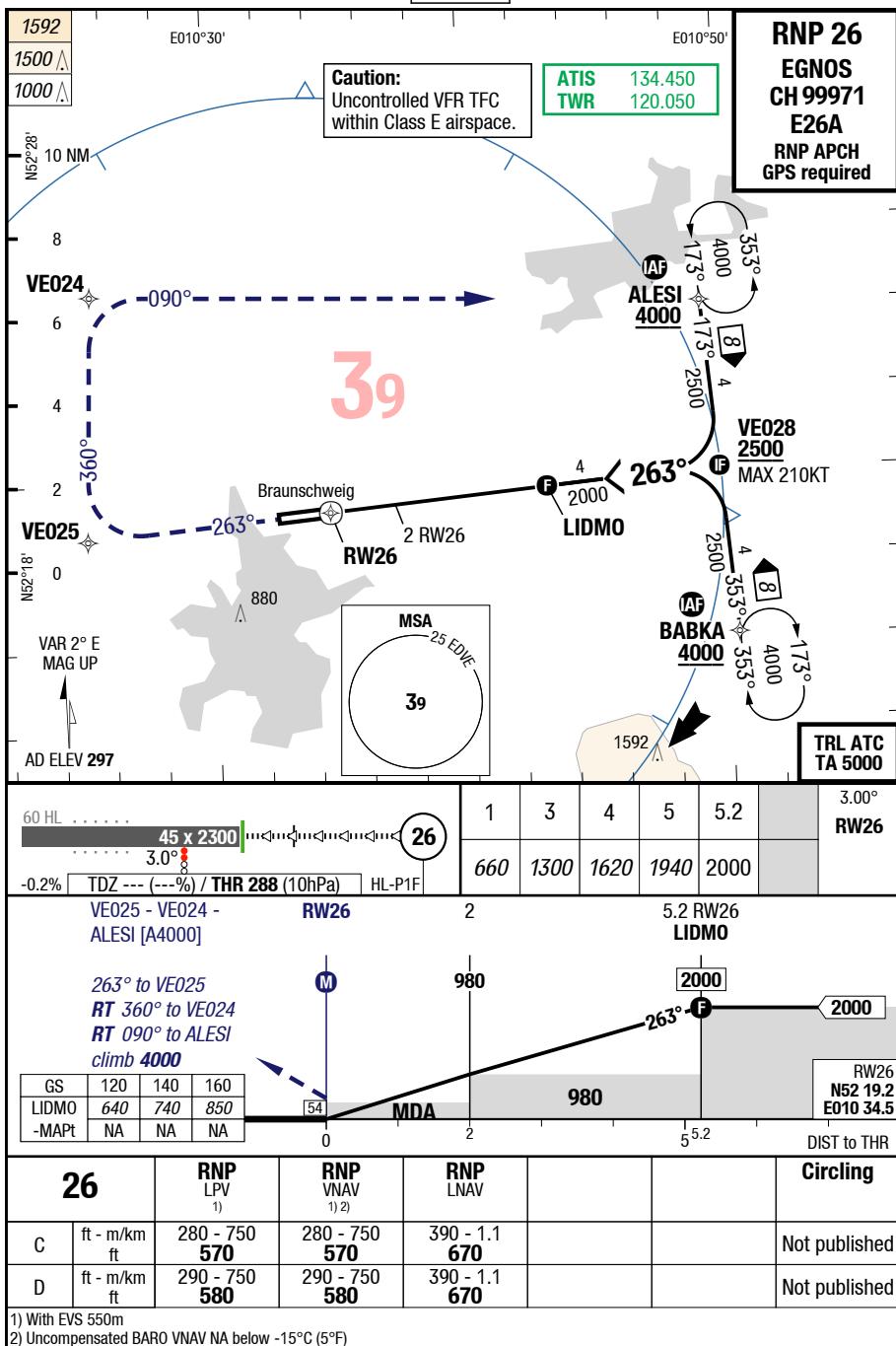
RNP 08  
EGNOS  
CH 50602  
E08A  
RNP APCH  
GPS required



BWE-EDVE

7-60

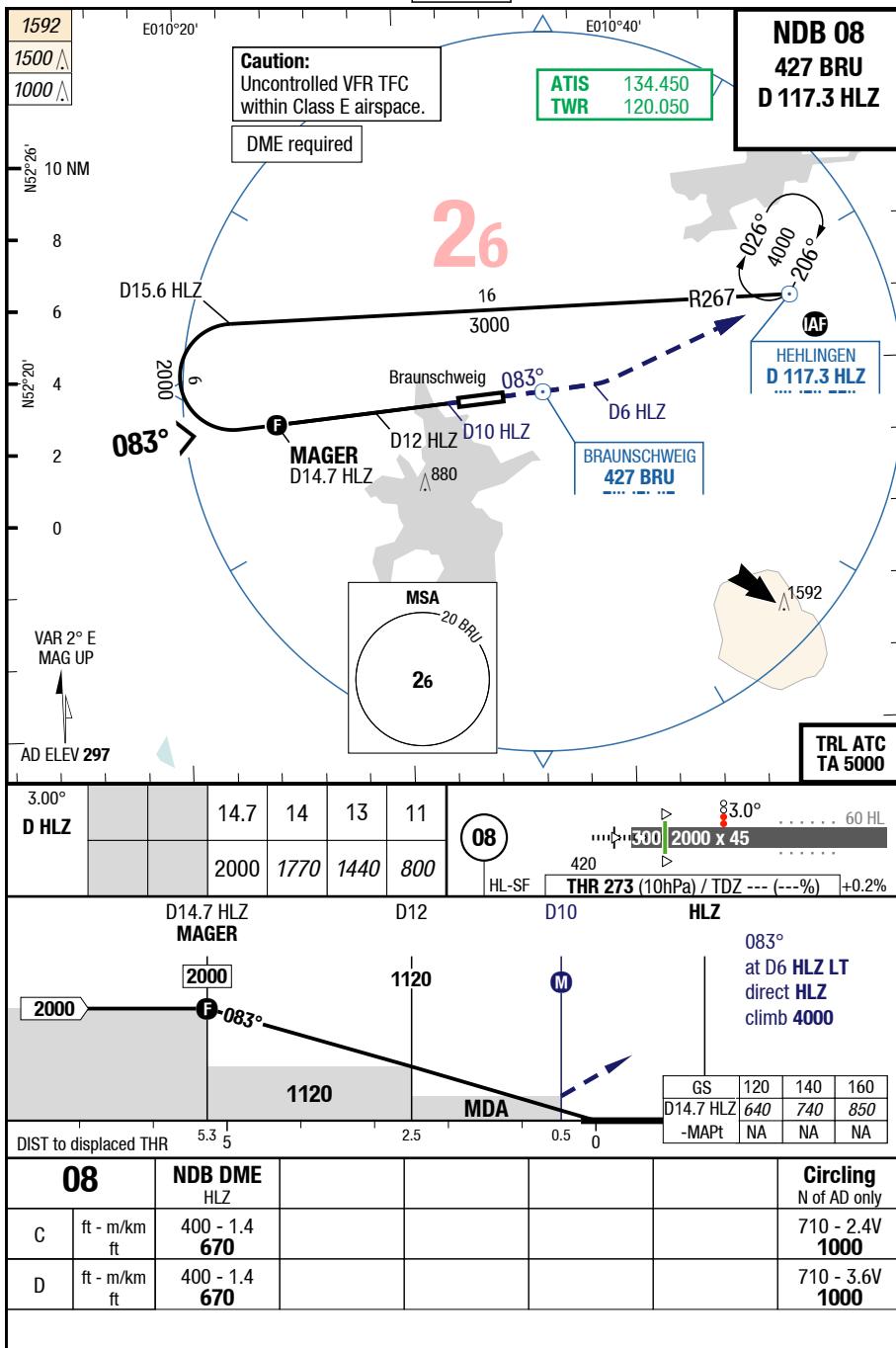
RNP 26



# BWE-EDVE

7-70

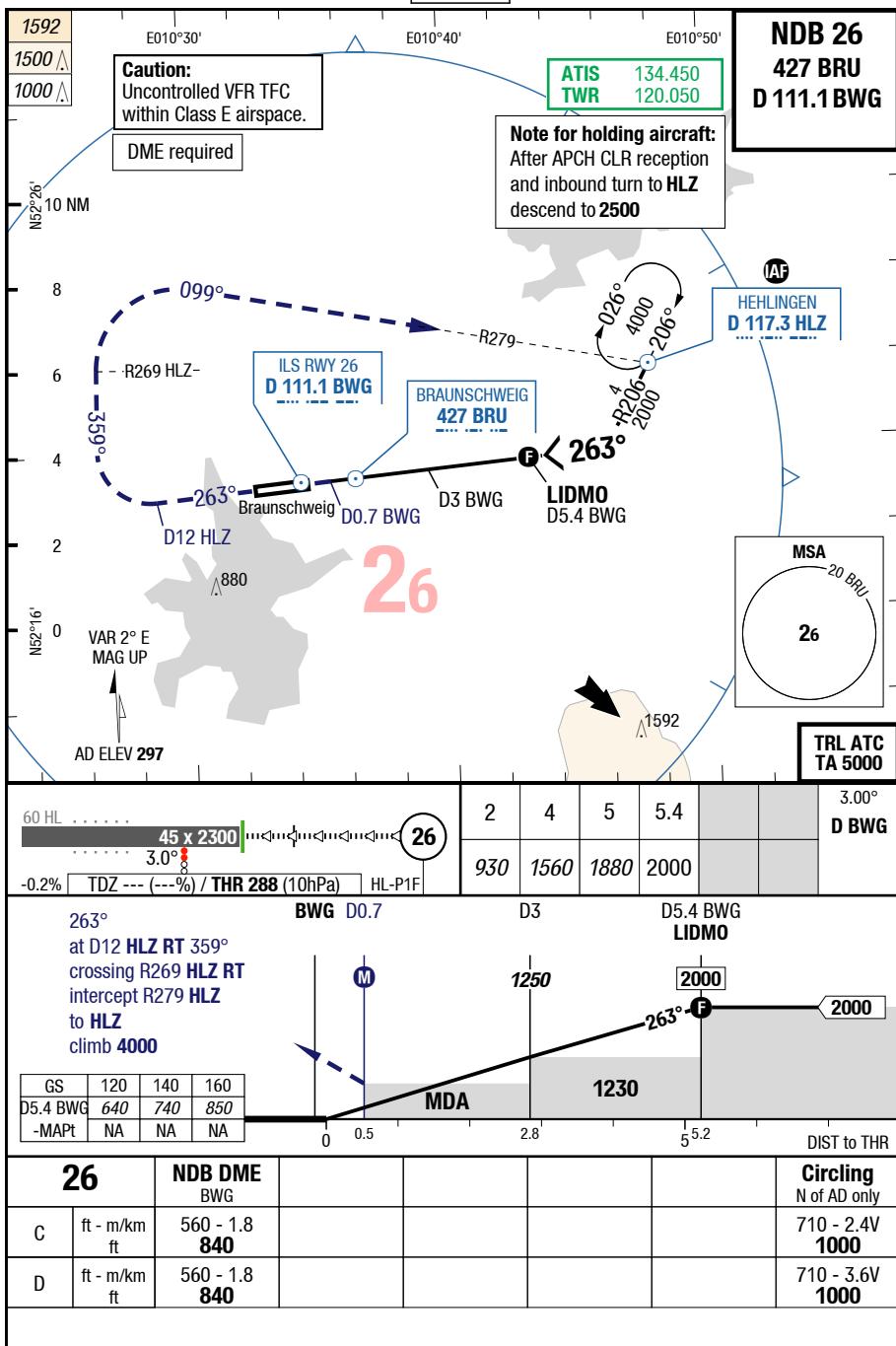
**NDB 08**



## BWE-EDVE

7-80

NDB 26



Changes: OBST