EDVE - Braunschweig Airport

- [Overview](#)
- [Tower](#)

Overview

> **Before staffing this airport for the first time:**
>
> Obtain a successful grade at the self enrollment Moodle course: **EDVE - Braunschweig-Wolfsburg Tower**.

Braunschweig Airport is located north of the city Braunschweig in Lower Saxony, which is between Hannover and Magdeburg. This Airport traditionally has been a major center of gliding in Germany and is also used for general aviation, especially business traffic. It's the major hub of the Volkswagen Air Services and the closest suitable airport for the internationally playing Soccer team VFL Wolfsburg.

The headquarters of the German Federal Aviation Office, the Luftfahrt-Bundesamt are located at the Airport, as well as the Research Fleet of the German Aerospace Center (DLR). The well known "NAV Checker" has its base at EDVE flying out to calibrate navigational stations like ILS and VORs in Germany.

Main Operations, no scheduled public passenger or cargo services:

VW Air Services	Dessault Falcon 8X and 7X, Pilatus PC-24, A319CJ (retired)
Privat Wings	Dornier 328 and Beech 1900D
NAV Checker	Beech KingAir 350
Research Fleet DLR	A320, ISTAR, Falcon 20E, Do 228, DR400, EC BO105 and more
Soccer Clubs	visiting the internationally playing VFL Wolfsburg
Services	King Air Service Center, Charter Flights, Para jumping, Glider

Braunschweig ATC Stations
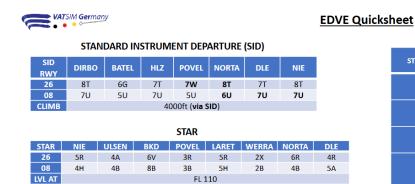
Station	Station ID	Login	Frequency	Remark
ATIS	AVE	EDVE_ATIS	134.455	--

Tower	VET	EDVE_TWR	120.055	--
Arrival	HAN	EDDV_APP	119.490	--

General Information

EDVE is an unrestricted airport of the **Bremen FIR** and part of the S1 minor program. Controllers on the vACC Germany Controller Roster are allowed to control at this Airport with their S2 or higher rating after checking these Standard Operational Procedures and obtaining a successful grade at the respective Moodle course: **EDVE - Braunschweig-Wolfsburg Tower.**

Tower position does not have to track aircrafts.

Quicksheet

VATSIM Germany

EDVE Quicksheet

AIRAC: 2411, 31.10.2024

STANDARD INSTRUMENT DEPARTURE (SID)

SID RWY	DIRBO	BATEL	HLZ	POVEL	NORTA	DLE	NIE
26	8T	6G	7T	**7W**	**8T**	7T	8T
08	7U	5U	7U	5U	**6U**	**7U**	**7U**
CLIMB	4000ft **(via SID)**						

STAR

STAR	NIE	ULSEN	BKD	POVEL	LARET	WERRA	NORTA	DLE
26	5R	4A	6V	3R	5R	2X	6R	4R
08	4H	4B	8B	3B	5H	2B	4B	5A
LVL AT	FL 110							

COMMUNICATION

STATION	LOGIN	FREQ		CALLSIGN
ATIS	EDVE_ATIS	134.455	AVE	Braunschweig ATIS
TWR	EDVE_TWR	120.055	VET	Braunschweig Tower
APP	EDDV_APP	119.490	HAN	Bremen Radar
CTR	EDWW_D_CTR	128.760	DCT	Bremen Radar
CTR	EDWW_R_CTR	126.655	HRZ	Bremen Radar
CTR	EDWW_W_CTR	120.225	EIDW	Bremen Radar
CTR	EDWW_CTR	133.725	WC	Bremen Radar

APPROACH

RWY	26	08
TYPE	ILS	NDB/RNP
FREQ	111.10	427
CRS	263°	082°
IDENT	BWG	BRU
FAP	LIDMO	MAGER

HOLDINGS

WAYPOINT	HLZ	BIBKA	ALESI	ELKER	LENDI
ALT	4000ft				
COURSE	206°	353°	173°	352°	172°

VFR PROCEDURES

VISUAL REP POINT	NOVEMBER 1	NOVEMBER 2*	ECHO 1	ECHO 2*	SIERRA	WHISKEY 1	WHISKEY 2*	CHARLIE *	MIKE *
DIRECTION	N	NNE	S	SE	SW	W	W	E	W
PART OF RTE	NOVEMBER	NOVEMBER LIMA	ECHO	ECHO	SIERRA	WHISKEY	WHISKEY	CHARLIE	MIKE
MAX ALT	2000								

* Points marked with * are reporting points (no positionreport @)

Tower

Braunschweig Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2200ft MSL. Above this altitude and around the CTR airspace E covers the area within responsibility of Bremen Radar (Hannover Approach). A Para jumping Area up to FL100 is directly above the airport.

Controlzone and VFR Reporting Points of Braunschweig Airport - © openflightmaps.org

Runway and Airport

Braunschweig Airport has a 7546ft (2300m) long single runway (08 / 26) with no Low-Visibility equipment, as well as a grass glider strip north of the main runway. The airport features an apron area south of the runway with a main terminal building and various company facilities.

The area limit of ATC competence, which is shown on some charts, is not applicable on VATSIM, as we do not simulate airport operators. Because VATSIM has the Top-Down principle, IFR Clearances shall be given by the tower, contrary to real-life procedures, where IFR Clearances are given by Bremen Radar.

Departures

> **All IFR Departures need a Departure-Release from Bremen Radar! ***
> Coordinate early enough on TeamSpeak, as you might get a delay time, e.g. at EDDV events.

* If traffic permits, Radar can give a "*general departure release until further notice*". In that case the tower doesn't need to ask for each departure separately.

Departure Holding points are C (08) and A (26). Airliners usually also backtrack while lining up via C. Intersections D and B are only used to vacate the runway after landing.

Spacing: Departures shall be separated with a minimum of 3 nm or wake turbulence separated, whichever is greater. When two aircrafts have the same SID waypoint the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

Auto-Handoff: Pilots shall contact Bremen Radar <u>immediately after take-off</u> without a specific handoff.

Arrivals

Unless a pilot request a specific location (e.g. facilities at Taxiway H or F), they should get a taxi instruction leading to the Apron south of C with a stand of choice. Example: "*Taxi to stand of choice via A and C*"

VFR

Braunschweig offers 4 routes in and out of the CTR at max. 2000ft. Only the outer Waypoints are mandatory reporting points.

VRP	N1	E1	W1	S
NAV	Wedesbüttel north-west of the field	North of Cremlingen close to A39 intersection	A2 east of Peine	Trainline Intersection at Groß Gleidingen

VFR Routes

Route	Runway 08 Arrival	Runway 08 Departure
November	N1 -> N2 (Traffic Circuit 08)	direct N1
Echo	E1 -> E2 or directly into right Traffic Circuit 08	right Turn E2 -> E1 (or direct E1)
Sierra	S -> right Base 08	right Turn direct S
Whiskey	W1 -> W2 (following A2)	N2 -> W1 (north of Glider area)
Route	Runway 26 Arrival	Runway 26 Departure
November	N1 -> right Base 26	W2 -> right Turn N1 (avoid glider area)
Echo	E1 -> E2 -> Final 26	direct E1
Sierra	S -> Traffic Circuit 26	direct S
Whiskey	W1 -> N2 (right Traffic Circuit 26)	W2 -> W1 (following A2)

Early break-out to the North is NEVER approved due to glider area! Use W2/N2 accordingly.

Helicopters

Helipad: The Helipads are not in use. They are turned off via NOTAM for years now. All Helicopters air-taxi to the runway.

Police and Rescue helicopters: Expect Lower Saxony's state police helicopters from the Base in Gifhorn or Hannover (Bundespolizei, Callsign Phoenix) as well as possible crossings from Christoph Niedersachsen (CHX86).

Ground

Parking

Terminal: Braunschweig features one main terminal building at the center part of the Airport. Various company facilities and hangars are based at the main taxiway C.

Airliner Stands: On the main apron in front of the terminal building.

General Aviation: The GAT is east of the Terminal on the main apron with enough space for some GA aircrafts. The Fuel station is west of the Terminal via taxiway G.

Volkswagen Air Service: via Taxiway E/G.

Deutsche Luft- und Raumfahrt: DLR has it's own apron reachable via taxiway F.

Aerodata (Nav Checker): Hangars West of H - including a King Air maintenance center.

Business Aviation Center: - via taxiway K east of F, also referred as Kroschke. On pilot request only, due to outdated sceneries.

De-Icing: No special positions. De-Icing can be ordered at your current stand.

Taxiways

The area limit of ATC competence, which is shown on some charts, is not applicable on VATSIM, as we do not simulate airport operators. Tower maintains control over all ground activities. The main taxiways A-D are suitable for Class C aircrafts. Class D not yet confirmed.

Taxiway	Notes

A, C	Main Taxiway and Holding Points for departure
B, D	usually not used for departure, vacate only
H	Aircraft may only be towed and requires prior approval
L + M	Gras Taxiway only for instructed users (L = between Runway and Gliderstrip)
F	DLR private Apron
K	Business Aviation Center Kroschke (East of F)

Delivery

VATSIM has the Top-Down principle, therefore IFR Clearances shall be given by the tower, contrary to real-life procedures, where these are given by Bremen Radar. Delivery Service is responsible for all departing flights under IFR.

Initial climb clearance: The initial climb clearance at Braunschweig Airport is 4000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

SIDs

SID	26	08	Climb
BATEL	6G	5U	4000ft
DIRBO	8T	7U	4000ft
HLZ *HEHLINGEN*	7T	7U	4000ft
DLE *LEINE*	7T	**7U via SID**	4000ft
NIE *NIENBURG*	8T	**7U via SID**	4000ft
NORTA	**8T via SID**	**6U via SID**	4000ft
POVEL	**7W via SID**	5U	4000ft

All SIDs can be flown with RNAV and NON-RNAV capabilities.

Specials

Vectored departures: The use of vectored departures requires prior coordination with the responsible radar station. An initial altitude to climb shall be provided.

IFR local flights: IFR local flights are coordinated with the responsible radar controller, who may instruct a different departure procedure, possibly vectored departures.

Low Visibility Operations

At Braunschweig, no approaches are certified during low-visibility operations. Departures are allowed to take off if the RVR is not below 300 m.