

EDVE - Braunschweig Airport

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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

EDVE Quicksheet
Revision: 03-23-2025



SID							
Standard	BATEL	DIRBO	DLE	HLZ	NIE	NORTA	POVEL
08	5U	7U	7U	7U	7U	6U	5U
26	6G	8T	7T	7T	8T	8T	7W
INIT CLB	4000 ft						

Phrase "climb via SID" shall be used for highlighted SIDs.

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

*STARs terminate at IAFs

TRANSITIONS										
Standard	ABMAL	BKD	DENIX	LARET	MAG	NIE	PIROT	ROBEG	WERRA	UPDAT
08	2C	2C	1C	2C	2C	2C	2C	2C	2C	-
26	3D	3D	2D	2D	2D	2D	2D	2D	-	2D
LVL AT	FL 110									

*Transitions terminate at FAP

Holdings				
Fix	LENDI	ELKER	ALESI	BABKA
MHA	4000 ft			
Max	FL 100 (COORD with ACC required for higher)			
INBD TRK [TURN]	172 [R]	352 [L]	173 [L]	353 [R]

COMMUNICATION

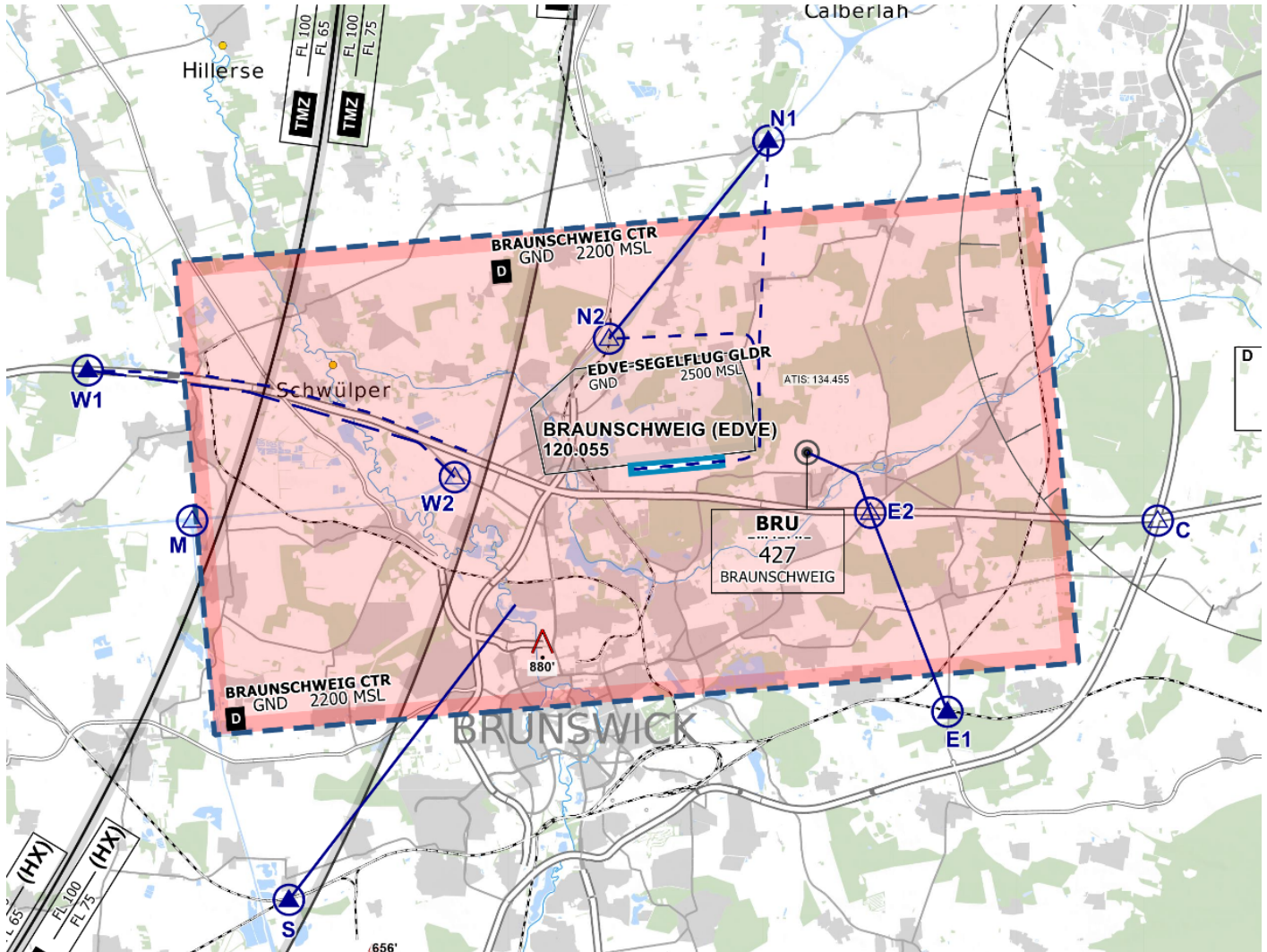
ID	Freq	Callsign
AVE	134.455	Braunschweig ATIS
VET	120.055	Braunschweig Tower
HAN	119.490	Bremen Radar (Pickup)
HRZ	124.240	Bremen Radar
EMS	125.025	Bremen Radar
WW	127.675	Bremen Radar
WC	133.725	Bremen Radar

Approach Procedures

RWY	08	26
APP	RNP	ILS
ID	-	BWG
FREQ	-	111.1
CRS	082	263
FAP	MAGER	LIDMO
ALT	2000 ft	2000 ft

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.

Reduced Runway Separation (RRS)

Braunschweig Airport (EDVE) is approved to apply the following reduced runway separation minima during the day only:

Runway	CAT 1 following a departing CAT 1 or 2	CAT 2 following a departing CAT 1 or 2	CAT 1 to 3 following a departing CAT 3
RWY 08/26	600 m	---	---

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 immediately after take-off 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

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.